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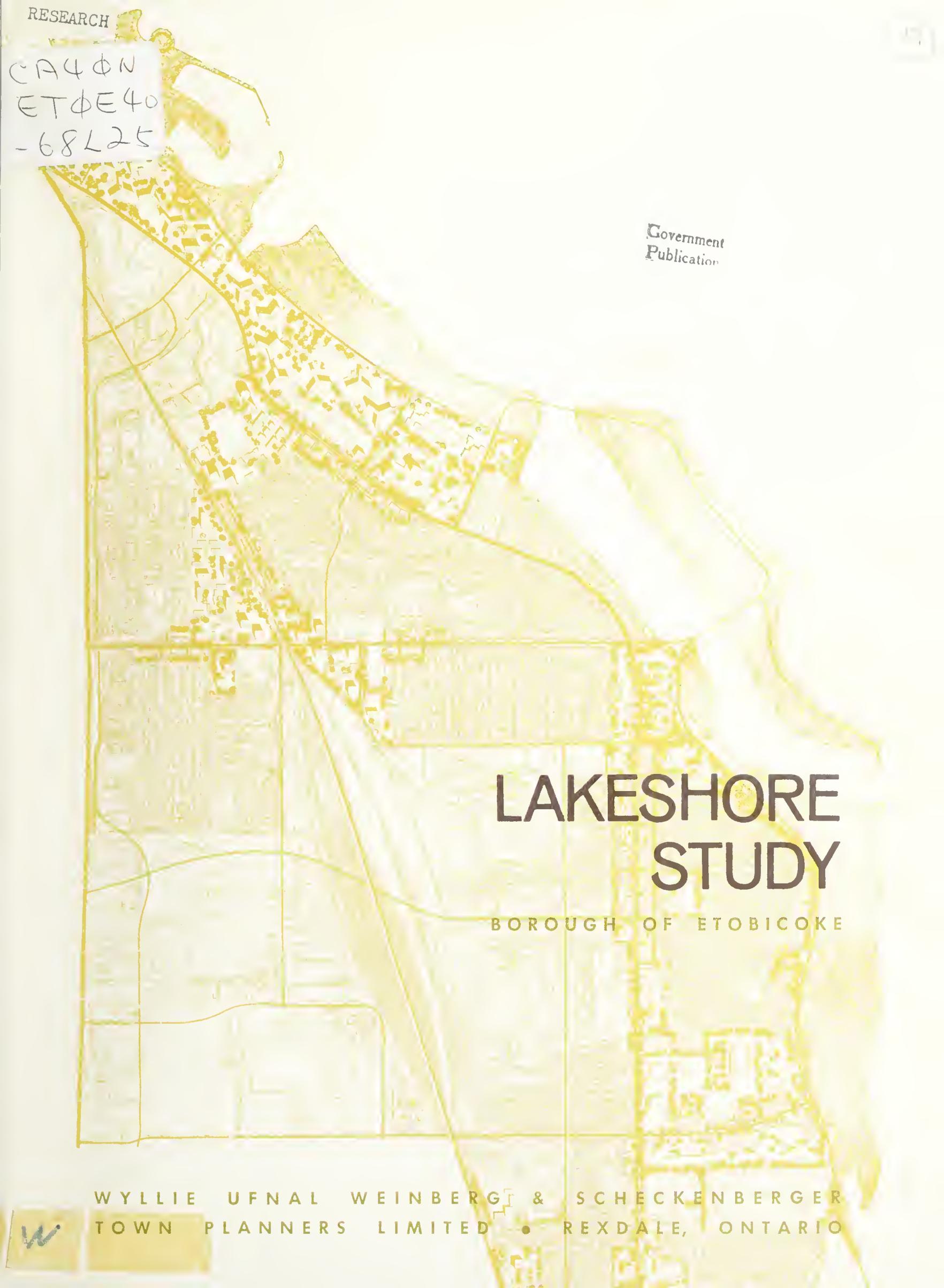
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# LAKESHORE STUDY

BOROUGH OF ETOBICOKE

WYLLIE UFNAL WEINBERG & SCHECKENBERGER  
TOWN PLANNERS LIMITED • REXDALE, ONTARIO





Etobicoke Planning Board  
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LAKESHORE STUDY

Borough of Etobicoke

prepared by

WYLLIE, UFNAL, WEINBERG & SCHECKENBERGER

TOWN PLANNERS LIMITED, Toronto, Ontario.

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December 17, 1968.

Mr. G. G. Muirhead, M.T.P.I.C.,  
Director of Planning and Secretary Treasurer,  
Borough of Etobicoke Planning Board,  
550 Burnhamthorpe Road,  
Etobicoke, Ontario.

Dear Mr. Muirhead:

We are submitting our report on the Lakeshore area of the Borough prepared pursuant to the Terms of Reference established by the Board.

Our study approach was to consider the area as a subregion - within the context of Metropolitan Toronto - yet maintain local community identity. The condition and capacity of public utilities, roads, schools, community parks and recreation facilities were examined and assessed relative to existing and potential land use. Generalized land uses were determined and population distributed relative to municipal services and amenities. From this schematic or functional reorganization of the area the form and physical design concept emerged.

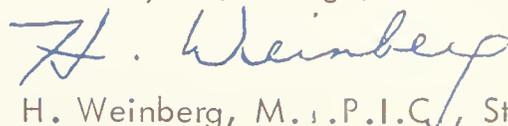
In completing this commission we obtained information and assistance from many public officials. We are particularly grateful for the co-operation received from the Borough's Planning, Engineering, Roads and Traffic Departments, the Roads Technical Committee and the Board of Education. At the Metropolitan level of government we are indebted to the Roads and Works Departments; the Planning Board Staff generously permitted us access to their files and information amassed by their consultants in related fields. In the preparation of this Environmental Plan, we would also like to acknowledge the assistance of the Social Planning Council of Metropolitan Toronto who prepared the social study.

It has been a pleasure to assist the Borough again and we believe that this Study will provide a constructive guide for revitalizing the Lakeshore area.

Yours very truly,

WYLLIE UFNAL WEINBERG & SCHECKENBERGER TOWN PLANNERS LIMITED

  
J. F. Wyllie, P.Eng., President

  
H. Weinberg, M.T.P.I.C., Study Director

HW:fm



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## CONCLUSIONS & RECOMMENDATIONS

### Commercial

1. The most serious problem with existing commercial development on Lakeshore Boulevard is functional blight - obsolescence arising from technological changes in retailing which have made the location and size of existing stores inefficient for their present use, and which has led to high vacancy rates and a high incidence of marginal commercial land.
2. The existing Lakeshore Boulevard commercial development should be revitalized by reconstituting it into neighbourhood shopping centres relative to the areas served. Mimico and Long Branch centres (as indicated) should be provided with off-street parking on a local improvement basis prior to the widening of Lakeshore Boulevard. Community shopping centre development in Mimico and Long Branch should be deferred until the Sherway Shopping Centre is in operation and the actual effect on local trade has been assessed.

### Industrial

3. Industries should be consolidated in industrial parks, residential areas into cohesive neighbourhoods and commercial uses into centres, with the gradual elimination of incompatible uses.

### Metro Waterfront Plan

4. Due to the magnitude of development and expenditure, the Metro Waterfront Plan will have to be implemented by senior levels of government. Local planning and development policies as well as the provision and staging of local services and development should be integrated with the implementation of the Waterfront Plan.
5. The waterfront drive should be preserved as a series of scenic loops - as originally proposed in the Metro Waterfront Plan. This concept is fundamental to the safety and enjoyment of future visitors and local residents.
6. The Borough should endorse immediate acquisition of relevant waterlots by the implementing authority, with joint co-ordination and control of waterfront filling in this Sector.

7. The design and feasibility studies of the Metro Waterfront Plan should also include: hydrological analysis - silting and erosion studies, biological studies of algae growth, landfill materials, costs of armoring, costs of physical structures, total costs and financing. The relationship of these proposals and their effects on existing and proposed urban development and local services (i.e. storm sewer outfalls) are local responsibilities which must be co-ordinated.

#### Renewal & Development Areas

8. In addition to the problems of deterioration, overcrowding and environmental blight in the renewal areas, there are frequently inadequate public facilities and a relatively low level of public improvement. Many schools are overcrowded and located on substandard sites. There is also a general deficiency of parks and recreation facilities.
9. The Borough must now encourage development-spark, induce and assist quality development. Inducements for the integration of nurseries, meeting rooms, playgrounds etc. by private developers within large scale multiple apartment complexes should be provided on the basis of a "Bonus System".
10. Private interest in development and redevelopment in the study area is concentrated in Mimico - in the vicinity of the GO Transit station and eastward toward the mouth of the Humber. In the balance of the study area, municipal participation in the provision of local amenities will probably be required to attract development of better quality.
11. Where private renewal activity cannot be foreseen and where substantial public activity is required, public resources should be marshalled to assist private renewal activity through redevelopment and by the provision of structures for rehabilitation through public acquisition and write-down and by public investment in community services and facilities.

#### Municipal Controls

12. Air pollution must be brought under control and reduced to an acceptable level, particularly in those areas indicated for multiple residential use - before or concurrent with development. Detailed air pollution control studies are required before further public works facilities such as incinerators and sludge burners are considered in the area.
13. A system of specific physical design and development standards should be prepared by the Borough as a guide for private developers. These standards would establish both the criteria and controls for the co-ordination and integration of all development within the Plan.

A pedestrian walkway system should be developed in the Mimico waterfront multiple residential area - from the Mimico core to the Humber River. This R.O.W. would link the apartments commercial, recreational and educational areas. Adjoining development should be graded to permit direct pedestrian underpasses beneath major intervening roads.

14. Municipal co-ordination in the landscaping and buffering of industry on street frontages and from adjoining residential areas. Municipal development control in the provision of uniform sound screening and buffering of rail transportation corridors from proposed residential development.
15. General enforcement of the Minimum Housing Standards By-Laws.
16. Adoption of this Generalized Land Use Plan, the preparation of the relevant Official Plan and Zoning By-Law Amendments to implement the Plan.
17. For vitality and interest, specific "mixed" land uses such as commercial-residential should be permitted in designated areas.
18. Adoption of Subdivision and Part lot Control By-Laws for the entire study area (from the Humber River to Etobicoke Creek) to supercede By-Law 133.

#### Municipal Participation

19. The establishment of public programs for the entire study area to include:
  - i) adequate parks and recreational facilities
  - ii) enlargement of school sites, improvement of facilities and integration with community facilities - utilizing them for public social recreational and leisure time activities.
  - iii) provision of libraries, clinics, day care centres, counselling, and other social services as and where required.
  - iv) maintenance of roads sidewalks and boulevards and the provision of attractive street furniture and landscaping.
  - v) removal of overhead wiring, overhanging signs, billboards, and street car tracks.
  - vi) updating of sanitary sewers and ultimately, provision of a completely separated storm sewage system.
20. Establishment of a municipal Parking Commission or Authority under the Municipal Act. Development of parking for reconstituted neighbourhood commercial centres on a local improvement basis.

21. Where land values are high, it is recommended that primary schools be integrated within major apartment buildings at grade level, adjoining playing fields and parks. It is also recommended that the Etobicoke Board of Education acquire the sites and related waterlots indicated in the Plan through the Waterfront Authority and develop the school sites through the leasing of air-rights.
22. Parks and recreation facilities are generally inadequate. Acquisition of land now for the "ideal" distribution of parkland, however, is impractical. A large centrally located park, supplemented by a system of neighbourhood parks North of the Scenic Drive loop roads, is recommended.
23. The Borough should negotiate with the Province of Ontario for acquisition of the Ontario Hospital site. A site in the vicinity of the new Humber College and the Etobicoke General Hospital on Highway 27 might be proffered in trade.
24. The Recommended Street System should be adopted and the balance of the Oxford/Evans truck route R.O.W. acquired as soon as possible. Liaison with the Ontario Department of Highways should be undertaken regarding the additional spans required in proposed bridges to be constructed over the Q.E.W. at Royal York Road and Grand Avenue. D.H.O. should also be informed of the preferred Humber Crossing design so that it may be considered relative to current studies in the area.
25. Expanded social recreational and community services will be required to meet the needs of existing and future population (for details see Section D. The Social Plan).
26. The Metropolitan Department of Works considers their Sanitary Trunk System to be generally adequate for the development proposed in the Plan, subject to certain modifications: The Borough's storm sewers are generally inadequate and they overload local sanitary sewers during rainstorms. A detailed study is required.
27. The Mimico GO station must be retained if the Plan is to be implemented. Car parking and better access should be provided.

#### Financing

28. Plan implementation should raise the standard of existing stable residential area, creating a new urban fabric at comparatively modest municipal expense. This expense will be offset in the long run by the increase in assessment created.

29. Fiscal planning and public works program to assure municipal improvements to induce private development and to provide municipal services in relation to public needs arising from private investment.
30. Inducement of large scale development and the management of urban renewal will require the establishment of a Development Officer and Section within the Planning Department.

#### Public Participation

31. An effective citizen participation program concerned with providing public information and enlisting support in Plan objectives, should be prepared. Ratepayers groups should be consulted and involved in neighbourhood improvement programs on a continuing basis.
32. "Areas of Stability" where rezoning will not be considered for a period of years, should be indicated. While maintaining public confidence in neighbourhood stability and desirability, continued maintenance would be encouraged.

#### Staging

33. Development can proceed West of 13th Street (formerly in New Toronto) to Etobicoke Creek, and in the Study Area North of the C.N.R. tracks as soon as community amenities such as adequate schools, parks and playgrounds are provided. It can also proceed in the former Mimico area South of the C.N.R. tracks on a similar basis relative to the completion of the Sanitary Trunk Sewer System, and the pumping station to be located at the mouth of the Mimico Creek.
34. Development cannot be staged precisely since Plan implementation is dependent on numerous factors including: the Metro Waterfront Plan improvements, the rate and location of redevelopment, the availability of public and private development financing, the programing of other municipal services and expenditures in the Capital Works Budget etc. Staging must therefore remain somewhat flexible.

#### Plan Review

35. The Horizon Year or year of completion (all things being equal) is anticipated as 2000 A.D. During the intervening 31 years the social, political, economical and technological assumptions used in programing this Plan may become invalid. To maintain viability, this Plan should be reviewed at intervals of approximately 5 years.

### Further Study

36. The following additional studies are recommended:
- i) Air pollution - local problems and control in the Study Area
  - ii) Municipal services - local storm and sanitary sewage system.
  - iii) Graphic elements - streetscape.

# LAKESHORE DISTRICT PLAN

## Terms of Reference

### OBJECTIVE

The preparation of a Lakeshore District or Secondary Plan suitable for adoption as an amendment to the Etobicoke Official Plan and for complementation by a Social and Economic Development Plan.

### BOUNDARIES

The areas included within the limits of the three former municipalities of Mimico, New Toronto and Long Branch and that part of the former Township of Etobicoke north of the C.N.R. and east of the former Etobicoke-Mimico boundary.

### PURPOSE OF THE DISTRICT PLAN

The general purpose of the District Plan is:

- (a) to designate generalized land uses having regard for existing land use and anticipated changes of land use.
- (b) to establish, by a series of principles and policy statements, a basis whereby future physical, economic and social development in the District may be guided in a planned manner.

### CONTENT OF THE DISTRICT PLAN

The District Plan should contain the following:

1. A land use plan
2. Recommendations with respect to the composition and distribution of the housing stock with particular reference to permitted densities and location of multiple family dwellings including an overall concept of the general form of residential development.
3. Recommendations with respect to park and recreation facilities.
4. Recommendations with respect to the Lakeshore Road retail commercial strip including detailed proposals for improvement and/or conversion to other uses.

5. The District Plan shall have regard for the following:
  - (a) The designation of urban renewal areas as recommended by the Metropolitan Toronto Urban Renewal Study.
  - (b) The proposed Metropolitan Toronto Waterfront Plan.
  - (c) The possible redevelopment of the C.N.R. marshalling yards.
  - (d) The implication for land use and the possible demand for high density apartments resulting from (i) the introduction of the GO commuter service; (ii) the connecting of Islington Avenue and Kipling Avenue to the Queen Elizabeth Way; (iii) the proposed extension of Islington Avenue to Lakeshore Road; (iv) the major street system.
  - (e) The existence of major sources of air pollution and noise together with proposals by governmental or private organizations for elimination, minimization or intensification.
  - (f) The capacity and condition of existing and proposed public utilities, roads, schools, community services and facilities.
  - (g) The general physical, social and economic improvement of the District.
  - (h) Existing and proposed developments in immediately adjacent areas.
  - (i) Studies being made of adjacent areas.
  
6. Estimates of municipal expenditures required to implement the Plan.

G. C. Muirhead  
Director of Planning and Secretary-Treasurer

## A. INTRODUCTION

The Lakeshore Study has been conducted as a basis for formulation of a District Plan, which, it is anticipated, will be incorporated into the Etobicoke Official Plan. The Terms of Reference - prepared by the Etobicoke Director of Planning and Staff - formed the guidelines for the study and have been incorporated within the Objectives, Section B.1.

### Study Area

Originally the study area consisted of the three former Municipalities of Long Branch, New Toronto and Mimico and that part of the former Township of Etobicoke south of the C.N.R. and East of the former Etobicoke-Mimico boundary. However, the strip of land between the former Municipality of Mimico and the Q.E.W. as well as that portion between St. George Street and Ourland Avenue - being an integral part of the neighborhood North of the C.N.R. - were included within the study area since they were part of the neighborhood centred about Royal York Road - between the Q.E.W. and the C.N.R. tracks. An aerial photograph (Fig. 1) indicates the final boundaries of the entire study area.

### Historical Development

The mouth of the Humber developed as transportation routes were established. Originally the Humber River formed an important link in the waterway system between Lake Ontario, Georgian Bay and the Ottawa River. In 1804 Lakeshore Road was opened. An old Indian portage trail, it served as a trade and colonization route between "Muddy York" and Burlington.

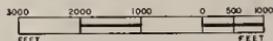
The extension of the Great Western Railway to the area in 1855 helped reduce the isolation. Opening of the Mimico Freight Yards brought an influx of railroad men and created a demand for homes for workers. Later Humber Bay became a port-of-call for freight vessels and excursion steamers.

An era of rapid growth for the three small communities had begun - with each developing in a different manner. Mimico grew almost entirely as a residential area, the prime sites being on the lakefront. New Toronto burgeoned as industry was attracted by access to the railroad. Long Branch became a summer resort community further established by the extension of the street car line.

After the Second World War the three previously self-contained communities became dormitory areas for the City of Toronto and population increased rapidly. More people were attracted to the



LAKE ONTARIO



LAKESHORE STUDY  
STUDY AREA  
BOROUGH OF ETOBICOKE



area by the expansion of employment opportunities until the Lakeshore Municipalities became a continuous urban area. Today few acres of vacant land remain, and new development is primarily clearance and redevelopment.

Economically the Study Area grew as an independent entity linked by transportation routes to the central industrial and commercial core of the City of Toronto. Its transportation linkages strengthened with the construction of the Q.E.W. and later the GO-Transit line and the Bloor Street Subway. Today it is a complex centre of population concentration within hourly commuting distance from Toronto's central core, and forms an essential part of the economic base of Metropolitan Toronto.

Socially the Lakeshore Municipalities developed as local communities flowing into one another along Lakeshore Boulevard. There is, however, the psychological barrier of the Q.E.W. which tended to isolate the whole area to the South and the former municipalities provided their own amenities and schools with a degree of independence and pride.

Amalgamation within the Borough of Etobicoke in January, 1967,

naturally posed problems for the new Municipality since the Lakeshore is older than the majority of Etobicoke. This factor, however, in addition to the special social, economic and physical aspects (mixed land use and strip commercial development) have made the Lakeshore a challenging, though extremely interesting area of study.

Essentially the Plan integrates the Metropolitan Waterfront Plan, the Metro Urban Renewal Study and the studies of consultants (as available) for adjoining areas. Planning and development - observed and oriented toward the Borough's scale - considers the local aspects in somewhat more detail than the Metropolitan Toronto Plan. The Study is, therefore, a technical document providing the statistical validation and basis for an Official Plan Amendment.

## B. BASIS OF THE STUDY

### 1. OBJECTIVES

1. "To designate generalized land uses having regard for existing land use and anticipated changes of land use."
2. "To establish, by a series of principles and policy statements, a basis whereby future physical, economic and social development in the District may be guided in a planned manner."
3. To assess the capacity and conditions of existing and proposed public utilities, roads, schools, community and recreation facilities within the context of land use.
4. Improvement of deteriorated residential neighbourhoods through a co-ordinated program of public and private activities involving clearance or rehabilitation of deteriorated properties, maintenance of suitable housing standards, removal of incompatible uses, and the provision of a variety of public improvements and services.
5. The consideration of apartment development in accordance with the Metropolitan Apartment Control Policy 1967 and the three dimensional aspect of apartment development and location in strategic areas.
6. To indicate the distribution of projected population by sub-areas and to establish relative densities.
7. Provision in a variety of forms and at many locations of housing accommodation for families and individuals at various levels of income.
8. Integration of the Metropolitan Waterfront Plan, the basic concept which is to provide active and passive parkland on a regional scale by lake filling and redevelopment of the shoreline.
9. The reconstitution of commercial areas with regard to possible functional blight arising out of changes in retailing within and outside the area.
10. Reorganization and improvement of the older industrial areas in the area south of the Q.E.W., both to facilitate the operations of existing industries and to provide space for industries displaced from residential neighbourhoods.

11. Integration of the road and transportation networks, with primary regard to the major street system; the extension of Islington Avenue; the connection of Kipling and Islington Avenues to the Queen Elizabeth Way; and integration of the GO Transit and T.T.C. systems.
12. To relate and integrate the diverse urban functions and transportation systems yet maintain a separate precinct for pedestrian movement wherever possible.
13. Provision of a variety of urban spaces and experiences through the interplay of physical forms and voids while maintaining a high level of design co-ordination.
14. To evolve from the preceding principles the physical or conceptual urban design form of the Lakeshore area - which combines functional utility with visual beauty - to act as a guide for both public and private undertakings.

## B.2 ASSUMPTIONS

1. A metropolitan area consists of the central city and related urban sub-centres which it dominates economically. This complex of closely related centres of population concentration within daily commuting distance of the central city is essential for the existence of the metropolitan area. Individual sub areas do not have their own economic base - - but as specialized portions of the metropolitan area are dependent on an inter-urban flow of people, goods and communications.
2. The former municipalities of Mimico, New Toronto and Long Branch - as related sub-centres - should be physically maintained with the context of this Study, for local identity and social cohesion.
3. While the Plan visualizes the increasing self-sufficiency of the Lakeshore area in terms of its own amenities and facilities, it recognizes its dependence of the balance of the Borough, the central city and the balance of the Metropolitan Toronto area for labour, materials, facilities and amenities of Metropolitan significance.
4. The feasibility and implementation of the Metropolitan Waterfront Plan by senior levels of government.
5. In accordance with the Metro Waterfront Plan, recreation areas would be serviced by a series of low speed scenic loop roads - rather than an arterial road acting as an alternative to (Highway 2) Lakeshore Road.
6. The Alderwood Area (the north-west portion of Metro District 7) will remain relatively stable in accordance with the findings of the Alderwood study.
7. Multiple family housing accommodation is the only practical alternative for renewal of existing areas in contrast to single family residential, due to the high cost of urban land and supporting municipal services.
8. In calculating the number of schools generated by the proposed land use the "Theory of Perfect Distribution" was utilized on the assumption that it would remain valid during the Plan period.
9. Land development will primarily be a matter of private initiative and investment, while planning, development control and the provision of services will largely remain municipal responsibilities.
10. The condition of buildings outlined in the Metro Urban Renewal Study (dated August, 1966) is presently valid.

### B. 3 DEFINITIONS

In this study:

Transit-related location means a site located within 1500 feet radius of a subway station or GO commuter train station.

Transit-oriented location means a site located within 1500 feet radius of a transit artery served by 15 or more public transportation vehicles travelling in one direction during peak hour.

Gross Residential Acreage means an area of land, expressed in acres, intended for predominately residential use but including internal as well as 1/2 the bounding roads, and lands designated for the following subordinate or supporting purposes; Minor Public Open Space, Minor Private Open Space, Minor Institutional, Minor Commercial, Minor Industrial, Minor Transportation and Utilities. These minor areas only include individual parcels less than 15 acres.

Net Residential Acreage means an area of land, expressed in acres, intended for residential use including local roads and 1/2 bounding roads but excluding roads and lands designated for the following subordinate or supporting purposes; Minor Public Open Space, Minor Private Open Space, Minor Institutional, Minor Commercial, Minor Industrial, Minor Transportation Utilities.

For the purposes of this Plan and the calculation of Net Residential Acreage, the area assigned to roads is customarily assumed at 20% of the Gross Residential Acreage.

Major Planning District - in the context of this study, refers to Metro District 7, the area South of the Q.E.W., between the Humber River and Etobicoke Creek.

Minor Planning District - consists of the 3 former Lakeshore municipalities and the balance of the area below the Q.E.W. between the Humber River and Etobicoke Creek. There are therefore a total of 4 Minor Planning Districts within the Major Planning District.

Gross Leasable Area (G.L.A.) - is that area intended for the sole use of the tenant excluding common area and service areas, expressed in square feet.

## C. THE PHYSICAL PLAN

### 1. POLICIES

The following general development policies are recommended:

1. Municipal encouragement (and in certain instances co-ordination) of large scale private redevelopment schemes contained in the Plan. Splinter development on small sites with relatively poor land economy will be discouraged.
2. Lease rather than sale of municipally owned land - in order to capitalize on increases in land value, permit greater flexibility and ultimately control land use.
3. The cost of providing new development with related municipal services to be borne by that development without cost to present homeowners except where those services are being improved and provided to a higher standard. Municipal levies to be increased as required.
4. Residential Development to be encouraged and relevant municipal improvements commensurate with public needs to be provided first in areas where community facilities and municipal services are most readily available.

5. Residential Development and redevelopment only to be permitted when adequate:

- i) schools
  - ii) parks and recreation areas
  - iii) municipal services
  - iv) roads and public transportation facilities
- can be made available.

6. In renewal areas, general policies outlined in the Metropolitan Toronto Urban Renewal Study.

## C.2 LAND USE CONCEPT

The prime purpose of the Lakeshore Area Plan is "to designate generalized land uses, having regard to existing land use and anticipated changes of land use". Although there are many other objectives in this Study, (as outlined in "Basis of The Study") they remain secondary to this prime objective.

Experience gained from the development of large urban areas in Europe and on the American Continent, as well as Metropolitan Toronto, indicates the importance of public transportation in the development process. Urban sub-centres have emerged at terminal points of the subway system and are now emerging at points along the GO line. The location of GO stations in Long Branch and in Mimico, by the Province of Ontario will undoubtedly stimulate some form of development. The basic question is then, whether to plan this development in relation to transportation, community facilities and services, in the form of logical and efficient communities or, merely to permit them to "happen". In Metropolitan Toronto similar development or "nodes" have grown at the northern terminus of the Yonge Street subway and at certain intervening points and will eventually emerge at Islington Avenue, the terminus of the

Bloor Street subway in Etobicoke. This will not be the resultant of the effective application of urban development theory, but instead, the economics of location relative to transportation and municipal services in a comparatively densely populated urban area.

This Study will try to provide guidelines for the Borough in the anticipation of the dynamics of private development. The social, educational, and administrative needs of an increase in population in the Lakeshore will be estimated. Servicing requirements due to the changes in land use recommended by the Plan will be anticipated. Subsequently, all these factors which have been considered, will be molded into a Development Concept with a rather flexible staging program.

#### 1. GENERAL CONCEPT - The Schematic

The overall concept for the Lakeshore Study area is a series of centres or nodes of activity in a linear pattern along Lakeshore Boulevard - the original transportation spine traversing the area and linking it with the metropolitan core. These nodes with a variety of Primary and Secondary functions are linked with local,

commercial, residential, and community functions, as well as the transportation network, forming a variety of focal points.

a. Transportation Nodes

The Mimico GO station at the grade separated intersection of Royal York Road and the C.N.R. main line forms a new transportation and residential node in the Mimico community. In the former municipality of Long Branch, the GO station at the intersection of Lakeshore Boulevard and Highway 27 is closely linked with an old transportation node - the terminus of the Long Branch car line.

b. Community Centre Nodes

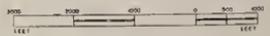
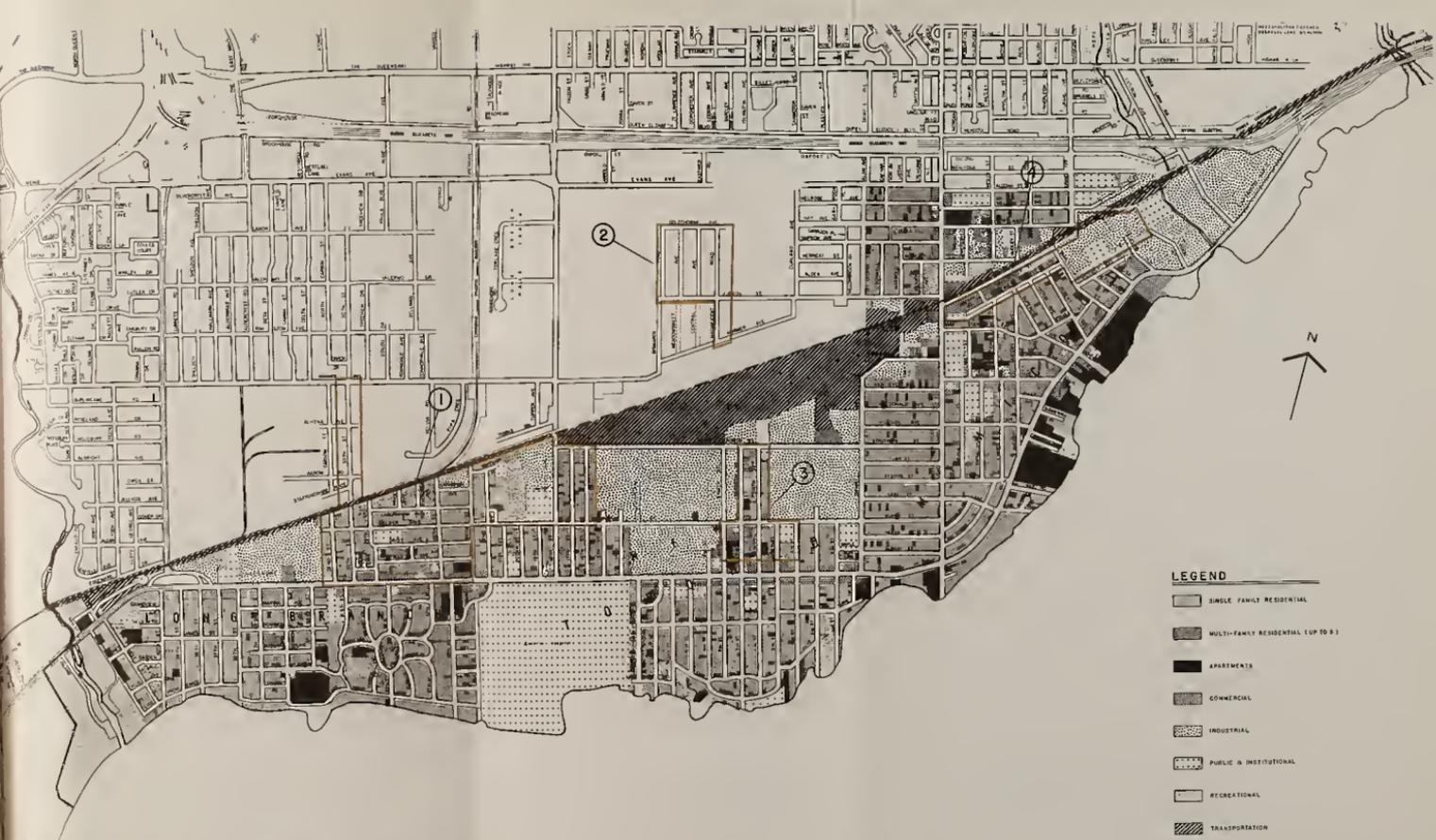
In the former municipality of Long Branch, development in the proximity of the GO station will form a major focal point in the area. A complex incorporating commuter parking, multiple residential, and a primary school, it will include a commercial core with its own integral parking structure. In New Toronto the commercial strip will be limited to form a distinct node, while in Mimico an entirely new core area incorporating the vitality of a mixture of uses will be created and integrated with the arterial road system proposed in the Metro Waterfront Plan.

### c. Commercial Nodes

In addition to the three major nodes to be located in the three former municipalities of Long Branch, Mimico and New Toronto, minor commercial nodes are reconstituted and developed in the western portion of the Study Area in two locations on Lakeshore Boulevard. Two others on Royal York Road - north and south of the C.N.R. line are to be integrated and revitalized, and one new centre is to be located in the eastern portion of the Study Area between the Humber and Mimico Creek. This integrated system provides a distribution of commercial (both neighbourhood and community centres) within easy walking distance over the entire Study Area.

### d. Pedestrian System

The Mimico Community Centre Core Node is to be the focus of pedestrian movement from the apartment hotel development and Botanical Gardens proposed at the mouth of the Humber in the Metro Waterfront Plan, to the Square to be developed in the core area. This will link parks, schools, residential and commercial uses in the entire eastern portion of the Study Area in an integrated system.



- LEGEND**
- SINGLE FAMILY RESIDENTIAL
  - MULTI-FAMILY RESIDENTIAL (UP TO 3)
  - APARTMENTS
  - COMMERCIAL
  - INDUSTRIAL
  - PUBLIC & INSTITUTIONAL
  - RECREATIONAL
  - TRANSPORTATION
  - VACANT
  - RENEWAL SECTORS



### e. Open Space

A system of open spaces – squares, plazas and local parks are to be interwoven along the pedestrian ways. From the Mimico core area to Marie Curtis Park on the western extremity of the Study Area, parks outlined in the Metro Waterfront Plan will provide a virtually uninterrupted pedestrian route with many scenic vistas. The Central Community Park will act as a recreation centre, unifying feature and focal point for the entire Lakeshore Area.

## 2. EXISTING LAND USE

The existing land use is a conglomeration of uses (shown in Figure 2) heterogeneously scattered throughout the area. This is also evident from the aerial photo of the area, Figure 1. Certain factors, however, immediately identify each of the former small municipalities; the predominantly single family housing in Long Branch; the large individual apartment buildings on the Mimico waterfront, and the large acreage of industrial and institutional land in New Toronto. Multiple residential uses in the form of 'plexes and small apartments are generally dotted throughout the Lakeshore Area in a haphazard way.

The main arterial, Lakeshore Blvd., has strip commercial development along most of its length through Long Branch and New Toronto,

offering no break in frontage uses and affording no real identity to adjacent residential areas. Parkland is inadequate for a substantial increase in population, and little opportunity is made of the lake frontage potential, for public recreation.

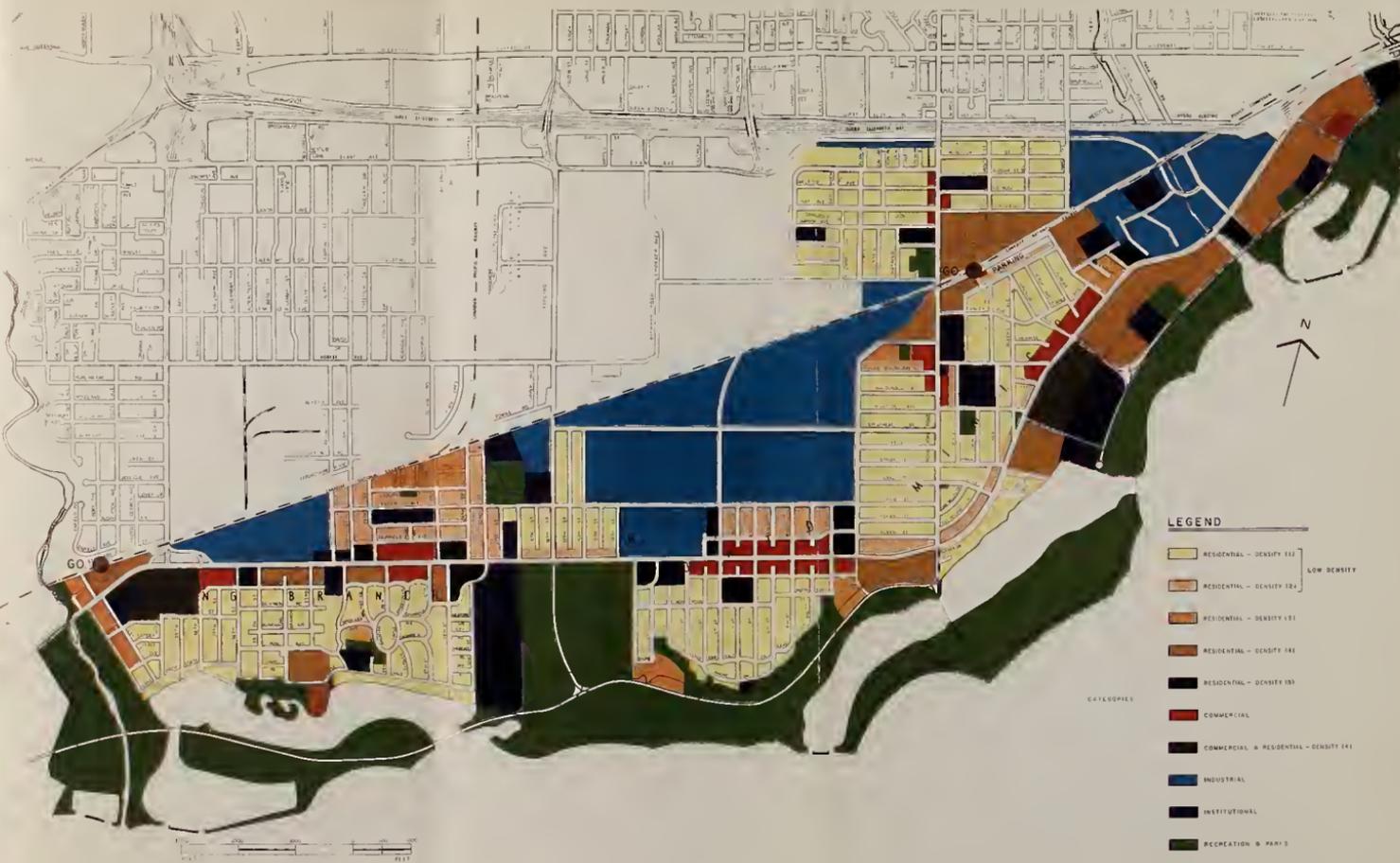
Three Sectors isolated by the Metro Toronto Urban Renewal Study are situated within the Study Area. These are numbered 1, 3 and 4 on the Existing Land Use (Figure 2). The recommendations of the Renewal Study have also been incorporated within the Proposed Land Use Plan.

TABLE NO. 1

### 3. COMPARATIVE EXISTING & PROPOSED LAND USE DISTRIBUTION

<u>Land Use</u>	<u>Existing Acreage (Net)</u>	<u>Proposed Acreage (Net)</u>
Residential	1,140	1,340
Commercial	65	95
Industrial	320	337
Institutional	150	142
Recreation & Parks	95	262
Transportation & Utilities	190	184
Vacant Land	7	0
Balance of Study Area Acreage & Lake Fill Acreage	<u>393*</u>	<u>0</u>
	2,360	2,360
Population	47,895	86,500 Total Study Area
Net Residential Density	45 person/acre	65 persons/acre

\*This acreage has been reassigned to future use.



**LEGEND**

- RESIDENTIAL - DENSITY 121
- RESIDENTIAL - DENSITY 122
- RESIDENTIAL - DENSITY 123
- RESIDENTIAL - DENSITY 124
- RESIDENTIAL - DENSITY 125
- COMMERCIAL
- COMMERCIAL & RESIDENTIAL - DENSITY 141
- INDUSTRIAL
- INSTITUTIONAL
- RECREATION & PARKS

LOW DENSITY

CATEGORIES

NOTE: FOR DETAILS SEE PAGE 23 OF STUDY



#### 4. PROPOSED LAND USE

Desirable land uses, relative residential densities and their distribution are shown in Fig. 3. This illustration, however, neither implies nor recommends renewal. It is merely intended as a guideline for evolving land use relationships.

Land Uses are shown in Figure 3 under the following designations:

##### a. Residential

- Density (1) - areas which are intended to remain essentially for single family use.
- Density (2) - Housing at prevailing densities not more than 15 units per net residential acre.
- Density (3) - Row Housing and Apartments at a density of not more than 35 units per net residential acre.
- Density (4) - Apartments at a density of not more than 60 units per net residential acre. No surface parking except for visitors.
- Density (5) - Apartments at a density of not more than 100 units per net residential acre. No surface parking except for visitors.
- Housing for Senior Citizens to be permitted in both multiple residential and institutional areas.
- Residential designations (as outlined here and shown in Figure 3) are to be considered an indication of the density or intensity of development to be anticipated in these areas, but specific housing types would not be restricted by the Plan.

##### b. Commercial

- Community Centres in the entire Study Area shall have a Gross Leasable Area of not more than 6.6 acres; car parking areas to be provided at not less than 5.5 spaces per 1000 square feet of G.L.A. Each car parking space shall be assessed as 400 square feet and shall include commercial service areas, circulation space within the car park and landscaped areas for screening purposes.

- Neighbourhood Centres in the entire Study Area shall have a Total Gross Leasable Area of not more than 26.6 acres; car parking areas to be provided at not less than 2.5 spaces per 1000 square feet of G.L.A. Each car parking space shall be assessed as 400 square feet and shall include commercial service areas, circulation space within the car park and landscaped areas for screening purposes.
- Churches to be permitted within commercial areas though they should be encouraged to locate in institutional areas where they will not encroach on single family residential development. Their location within commercial zones or in centrally located institutional areas relative to commercial centres, would permit the dual use of parking facilities.

#### c. Industrial

- Particular regard should be given to the character of existing or approved, development in the adjacent or surrounding areas so as to ensure compatibility with industrial uses; in particular, where such uses abut residential development in which case suitable screening shall be provided to reduce noise and visual nuisance; off-street car parking and off-loading facilities shall be provided wholly within land intended for such use by each industrial undertaking.

#### d. Institutional

- The permitted uses include churches, libraries, community facilities, governmental bodies, social and charitable organizations and public works, and other minor institutional uses which are compatible with residential uses; schools are provided on the basis of the projected population increase.

#### e. Recreation and Parks

- Community Parks are intended to provide centralized amenities for the total projected population together with major group facilities for public use.

- Neighbourhood Playgrounds are provided adjacent to areas of population concentration; any major changes in the disposition of population will require additional playground facilities.
- Regional Parkland is provided as intended in the Metropolitan Waterfront Plan.

#### f. Transportation and Utilities

- These uses have been retained and incorporated in the Plan. Certain road proposals are contained in the Plan over and above those currently under consideration by Metro and the Borough.

#### g. Mixed Uses

The existing zoning by-law should be modified to permit "mixed" land uses:

Commercial/Residential - Mixed uses are intended in the community shopping centres; total retail commercial uses in the two centres shall not be more than 6.6 acres of Gross Leasable Area, with car parking to the required standard which shall be exclusively for the commercial uses (and, where applicable, associated institutional uses). The residential uses shall be at a density of not more than 60 units per net residential acre and shall be provided with exclusive car parking to the required standard, with the exception of apartment-hotels. These shall be at a density of 100 units per acre plus commercial facilities.

Multiple Residential/Schools - Primary schools are proposed to be developed within major apartment complexes where land values are high; school facilities are provided at grade with adjoining playing fields and neighbourhood parks. Apartments would be constructed over the school buildings by the leasing of air rights by the School Board. Full consultation would be necessary with the Etobicoke School Board in view of the fiscal and legal factors involved in this form of recommended development.

A series of objectives were set down at the commencement of the Study from which the overall plan and specific development proposals evolved - some of which would require modification to the existing zoning by-laws for implementation. However, the basic intent of the Plan is to prepare a broad guide to assist the Borough in evolving the physical or conceptual urban design form of the Lakeshore Area; a design form which combines functional utility with visual beauty - to act as a guide for both public and private undertakings. A detailed description of the proposals contained in the Plan are discussed under the various chapters that follow.

### C.3 DEVELOPMENT

#### 1. URBAN DESIGN

One of the basic intentions of this Study is to indicate how a variety of urban spaces and experiences can be provided in the Lakeshore area through the interplay of physical forms and voids, while maintaining a high level of design co-ordination. On a planned basis, a variation and contrast in density and in massing was used to provide visual and social focal points or nodes, and at the same time, to revitalize decaying areas. On this basis - where a contrast in scale was desired to provide visual emphasis - tall structures were concentrated and in other areas low structures were maintained. Districts of different character were defined by means of visual contrasts in the form and texture of buildings and open space. From the preceding principles, the physical or conceptual urban design form of the Lakeshore Study Area - combining functional utility with visual beauty - evolved. It is hoped that this concept will act as a guide for both public and private undertakings.

## 2. EXISTING STREETScape

The preceding design principles are particularly applicable to Lakeshore Boulevard, which is at present a "run-on" mixture of uses, cluttered by overhead wiring, overhanging signs, billboards, boulevard parking and street car tracks. This is clearly evident in Figures 11, 13, 15 and 17, in Chapter C.6. Largely due to the length of time over which development has occurred, the mixture of functions along the route, the obsolescence of overhanging utility wires- the cure will require substantial municipal expenditure as well as regulatory control of aspects of the private sector.

## 3. DEVELOPMENT

### a. General

In order to produce visual order at the civic scale, yet assure open space and privacy at the human or local development scale, it is evident that some general design standards are required. A loose set of criteria to encourage quality design, with enough flexibility to permit imaginative development and redevelopment, is recommended.

Commercial - This form of development would be primarily in the form of retail commercial; neighbourhood centres would be provided with off-street parking at the rear and would be directly accessible to local residents from surrounding tributary areas. Proposed community commercial centres would be developed at several pedestrian levels, existing and proposed high-rise multiple residential buildings of good quality would be integrated. These major nodes would evolve as large super blocks - essentially pedestrian precincts with underground service access from commercial service streets and integral parking structures which would be screened architecturally. These centres were located in the proximity of large public open spaces and schools, both of which should be used for public recreation and social activities.

Residential - In the multiple residential areas, pedestrian ways should be located in detail and local development plans utilized to maintain pedestrian rights-of-way. Direct and convenient access points to major and minor commercial and community nodes should be provided from this system wherever possible. The highest building masses should be

located adjacent to arterial roads or open space. Site Plan Control would be generally used to guide development. Open surface parking lots would not be permitted and underground parking recommended; parking structures would only be approved adjacent to arterial roads or local collector streets with appropriate screening.

- i) Locational Criteria - the following considerations formed the basis for the designation of lands intended for high density residential use in this Study:
- location of multiple family units related to community recreational and commercial facilities.
  - the siting of high buildings to provide a visual and activity focus to the neighbourhood sub-areas.
  - relationship of apartment units to the major transportation and traffic routes.
  - views and aspect to the Lakeshore .
  - compatibility between the older residential development and proposed.
  - the allocation of school sites to feasible locations related to the new population .
- ii) Metropolitan Apartment Control Policy - apartment development has been located within the criteria suggested:

TRANSIT-RELATED LOCATIONS - in Long Branch and Mimico within 1500 feet radius of the GO transit stations were considered the most viable sites for development at high density (see Figures 4, 5 and 6). In Mimico development is proposed at the crossing of Royal York Road and the C.N.R. tracks at 60 units per net residential acre, a suitable density for variable low rise and high rise development. In Long Branch mixed residential/commercial development also at 60 upa and community/commercial area indicated is proposed, to create a community centre.

TRANSIT-ORIENTED LOCATIONS - are sites located within 1500 feet radii of transit arteries such as Lakeshore Boulevard which is presently served by the Long Branch street car line. High density apartment development at 60 and 100 units per net residential acre is proposed in selected locations along Lakeshore Boulevard (see Figures 4, 5 and 6).

- iii) Density - It is a generally accepted fact that the maximum density permitted by a municipality on a parcel of land determines its market value. One of the prime reasons for rising land prices is the anticipation that higher densities will ultimately be permitted. This is frequently intensified when the municipalities' need for redevelopment is known, by the demand for urban housing and even by the certainty of the established zoning.

The Metropolitan Toronto Apartment Development Control Policy indicates maximum permissible densities. Densities proposed in the Lakeshore Plan are lower than these maximums in order to maintain the projected population at a feasible level in relation to overall development and population proposed within Metropolitan Toronto. If higher densities were

permitted, school and open space provisions would have to be drastically altered. To reduce speculation and assure implementation of the Plan, it is therefore recommended that the Borough proceed with the preparation of the relevant Official Plan and Zoning Bylaw amendments to permit development in accordance with the Plan. Parcels of land within the area would be rezoned on an individual basis under the provisions of Site Plan Control (now in use) in conjunction with a Bonus System - within the maximum densities indicated in the Plan.

b. Specific

The Lakeshore Area developed on the basis of small lot subdivision, many lots having only a 25' frontage, consequently residential redevelopment will involve more single family units than usual. Since these lots (approximately  $\frac{1}{2}$  the current N.H.A. minimum single family lot area) approach row housing proportions, higher densities must be permitted to render redevelopment economic without large public subsidy. Within the renewal areas defined by the Metro Urban Renewal Study - shown in Figure 2, Existing Land Use - the uses proposed by that study (tabulated in the Appendix) have been incorporated within the Lakeshore Plan.





Residential - existing single family residential development has been largely retained; new development involves land fill areas, existing commercial and institutional use primarily. The extensive multiple residential development along the Mimico Waterfront is illustrated in Figure No. 4 "Study Area From The East". The grade separated pedestrian ways, one of the fundamental concepts of the Plan, permit pedestrian movement throughout this portion of the development. Low rise schools on the ground floors of high rise apartments, adjoining playgrounds and local parks would be related to other neighbourhood facilities such as day nurseries and "Amenity Shops" within the individual pedestrian precincts. The pedestrian, however, would also have direct access to areas of intensive common activity such as the community commercial residential core.

Apartment Hotels - These would be located in segregated islands within the landfill ribbon along the shoreline (see Figure 4), due to the more transient nature of their use. The contrasting heights and forms of these buildings situated at the mouth of the Humber as well as the Mimico Creek, would define this sub-area.

Central Park - The study establishes the need for a large community park to serve the present as well as the future population of the Lakeshore area in order to provide a wide range of recreation facilities. The Ontario Hospital site, located in the centre of the Study area (see Figure 5) if developed as parkland, would provide a visual break in Lakeshore Boulevard land use, relate the people of the area once again to the lake and the Waterfront Plan uses. It would become a central unifying focus for socio-recreational interaction in the Study area.

Commercial/Residential - The cores within the three former Lakeshore municipalities were redesigned as vital activity areas. Figure No. 6 "The Study Area From the West", shows graphically how these community hubs would be created through the massing of the buildings and related density concentrations. A variety of inter-related uses, retail commercial, multiple residential, bus loops, parking, and the GO station access would be accommodated within the Long Branch Centre at different levels. Direct access would be provided to the parking garage from Brown's Line. The Mimico core would also provide a retail pedestrian



LAKESHORE STUDY  
STUDY AREA FROM SOUTH  
BOROUGH OF ETOBICOKE







mall within the effectiveness of a pedestrian precinct along the strong Lakeshore Boulevard axis. Variations in surface textures, subtle lighting and landscaping would be used to create vibrant yet functional, urban form - in constant use by local residents.

## CONCLUSION

Private interest in development and redevelopment in the Study Area is now concentrated in Mimico in the vicinity of the GO station and eastward toward the mouth of the Humber - as indicated in Figure 46 in the Appendix. With the exception of one site near the Long Branch GO station, interest in the balance of the area has been modest. This appears to be due partially to the cost and difficulty of assembling and rezoning land as well as the inflated interest rates in the current money market. Public inducement and conservation in the form of waterfront and central recreation facilities as well as improved streetscapes etc. will be required to improve the type of development to be attracted to the area and to encourage development of the scale and quality proposed here.



## C.4 POPULATION AND HOUSING COMPOSITION

### 1. POPULATION

The present Study Area population is approximately 47,900 persons, which represents an increase of some 11,000 persons during the 1951-61 decade, with a further increase to the present day.

Children up to 14 years of age represent 25% of the population with 7.5% over 65 years of age, which compares with the Metro average.

These percentages differ however from the characteristics of a suburban area such as Etobicoke Township where 33% of the children are less than 14 years of age and 5% of the population are more than 65 years of age. The birth place of the population compares with Metro average in that two-thirds were born in Canada and one-third outside Canada, eight percent of these being Italian and German in origin.

The Plan proposes a population of some 86,500 persons in the Study Area by the year 2000 or Horizon Year (full implementation of the Plan) which represents an increase of approximately 38,600 persons over the existing population. In the Plan, consideration has been given to the probable population by 1980 (partial implementation of the Plan) to act as a guide to the Municipality when assessing the progress of implementation.

Population increase in the Study Area can only come about by redevelopment, and the creation of new land by filling into the lake.

a. Population Increase by 1980

Possible redevelopment by Public Authorities may take place in the Urban Renewal Sectors. Four such sectors are within or adjacent to the Study Area and have been earmarked for renewal in the "Urban Renewal Study of Metropolitan Toronto" published by the Metro Planning Board in 1966; two of these are considered priority sectors. The Plan has accounted for the urban renewal program and it has been assumed that redevelopment will have taken place by 1980.

(i) Public Urban Renewal (see Table No.40 in Appendix)

Total Rehousing Required 575 units, or @ 3.5 persons per unit, approximately 2000 persons.

Total Replacement Housing 1125 units or @ 3.5 persons per unit, approximately 4000 persons.

Therefore Urban Renewal will yield a population increase of about 180 persons per year to 1980, or approximately 2000 persons.

(ii) Private Redevelopment

In the 1951-1961 decade the Lakeshore population increased by 11,000 persons or 1,100 persons per year, this increase has primarily been new development and it will be assumed that redevelopment will take place at a more modest rate. It has therefore been assumed that private redevelopment in the Study Area will yield a population increase of about 650 persons per year to 1980, or approximately 8000 persons.

Total annual increase about 1,000 persons per year to 1980 or approximately 10,000 persons.

Total 1980 Population about 58,000 persons .

b. Population Increase by 2000

After 1980 it is anticipated the annual growth rate will be increased by the availability of new land following lake filling.

Assuming the Plan population of 86,500 persons is to be reached by the year 2000, the total 1980-2000 population increase will be:

$$86,500 - 57,900 \text{ or } \underline{28,600 \text{ persons}}$$

Therefore the annual increase in the 1980 - 2000 period should be approximately 1,400 persons per year.

c. Future Population in Metro Planning District 7

The Study Area is a major portion of the residential area in Metropolitan Planning District 7, and for the purposes of this Study, it has been assumed that the population in the balance of the District will remain relatively static.

Population estimates for District 7 have evolved over a period of years. A comparison of the District 7 population proposed by this Study (at full implementation of the Plan) with population forecasts calculated on the basis of previous studies reflects the change anticipated within the Study Area:

The Metropolitan Plan (1966)	M.T.P.B.	68,400 persons
Apartment Development Control Policy (1967)	M.T.P.B.	80,750 persons
The Waterfront Plan (1967)	M.T.P.B.	90,100 persons
Metro Preliminary Revision of Population Distribution (1968)	M.T.P.B.	99,000 persons
LAKESHORE STUDY		103,300 persons

The proposed Plan population is realistic with regard to the tremendous increase in population foreseen within Metropolitan Urban Areas. The Economic Council of Canada has predicted an ".....increase of about 5.8 million people in (the) total urban population by 1980" with a ".....60% rise anticipated in the largest centres".

d. Implications of Population Increase

In the Metropolitan Plan Review, Report No. 1 Existing Land Use 1966, it was noted that:

".....the 1966 densities (are) observed to be still less than 20 persons per acre except in the Lakeshore communities of Etobicoke which exhibit density characteristics more nearly approximating those of the inner three municipalities, Toronto, York, and East York. It is expected that the general pattern (of net density of residential development in Metropolitan Toronto) will persist through the foreseeable future, limited only by the adequacy of available supporting services at any given point in time."

"Lands in the fringe municipalities have not been made available for development for a number of financial and technical reasons. As a result the competition for land within Metropolitan Toronto has increased much beyond what was originally anticipated by the (Metropolitan Official) Plan. It can also be expected that the Metropolitan growth rate, incapable of being spread over a wider sector of the Planning Area, will increase beyond the capability of the Metropolitan Corporation to absorb it, unless acceptable alternative areas can be found to accommodate it. The resources of Metropolitan Toronto for further urban growth being rapidly diminished, it is now necessary to find new directions for future growth, and it is desirable that these be framed by provincial policy in a broader context than the Metropolitan Plan Area presently allows."

The Study Area is well suited to higher densities in accordance with general outline above, therefore it is recommended that the Gross Residential Density for the Study Area be increased to 52 persons per acre in accordance with the proposed Land Use Plan. The Gross Residential Density for District 7 (i.e. area south of the Q.E.W.) has been increased by a relatively modest proportion - from 34 persons/acre to 44 persons/acre.

e. Population & Density By Planning District

TABLE NO. 2

(i) MINOR Planning District: Existing M.T.P.B. Densities		
	<u>Existing Net Residential Densities</u>	<u>Existing Gross Residential Densities</u>
Long Branch	36	23
New Toronto	54	17
Mimico	46	31
Remainder of District 7*	25	9

(ii) MAJOR Planning District: Proposed M.T.P.B. Population and Densities	
Proposed Population for Metro District 7	68,400
Proposed Gross Density for Metro District 7	34 persons per acre
Proposed Gross Density Metro Toronto	32 persons per acre
Preliminary Revision Population Distribution	99,000

\* The Remainder of District 7 includes part of the former Township of Etobicoke within the Study Area.

Major and Minor Planning Districts are included in "Definitions", Chapter B3.

f. Population & Densities Proposed - Lakeshore Study

TABLE No. 3

(i) MINOR Planning District

	Areas (acres)		<u>Proposed Population</u>
	<u>Net</u>	<u>Gross</u>	
Long Branch	350	438	21,400
New Toronto	247	384	13,282
Mimico	517	726	39,718
Remainder of Dist.7	694	799	28,869
TOTALS	<u>1,808</u>	<u>2,347</u>	<u>103,269</u>

	<u>Proposed Net Residential Densities</u>		<u>Proposed Gross Residential Densities</u>
Long Branch	61	Long Branch	49
New Toronto	54	New Toronto	35
Mimico	76	Mimico	55
Remainder of Dist.7*	42	Remainder of Dist.7*	36
TOTALS	<u>57</u>	TOTALS	<u>44</u>

(ii) MAJOR Planning District

Proposed Population Metro District 7	103,269
Proposed Net Density Metro District 7	57 persons/acre
Proposed Gross Density Metro District	44 persons/acre

(iii) STUDY AREA

Proposed Net Density	65 persons/acre
Proposed Gross Density	52 persons/acre

(iv) Density in Persons/Square Mile

Existing Density (3 former municipalities)	=	15,333 persons/sq.mi.
Proposed Density (Study Area)	=	23,378 persons/sq.mi.

This indicates that the increase in population (nearly double the existing) has been offset by the increase in land acreage brought about by filling into the lake.

At 23,000 persons per square mile, the density is comparable with those in the inner municipalities of Metropolitan Toronto at two to three miles from the central core; the Study Area therefore becomes a centre of population concentration within easy daily commuting distance to downtown Toronto, a series of such sub centre concentrations being an essential part of the future Metropolitan Area.

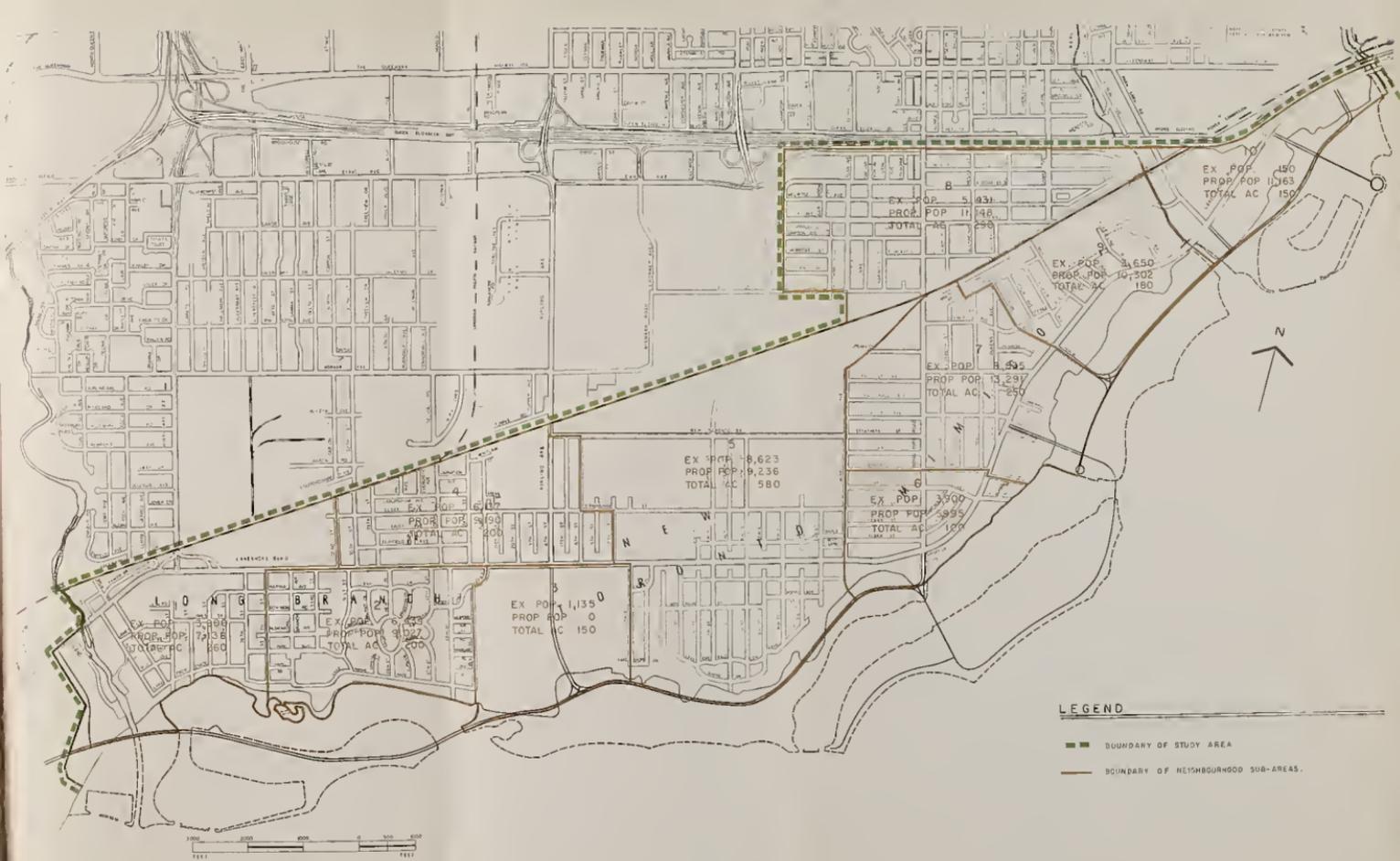
g. Population & Density in Lakeshore Plan by Sub-Area

Within the limits of Lake Ontario, Etobicoke Creek, the Humber River and the Q.E.W. - Metro District 7 - the Study Area forms part of an urban subregion. Four communities are situated within the District, three of which are within the Study Area. These communities can be roughly defined along the lines of the former Municipalities of Long Branch, New Toronto and Mimico, which flow into each other along Lakeshore Boulevard and the T.T.C. street car line along which they originally developed.

Though Figure 9 isolates and relates potential neighbourhood shopping centres to their tributary areas, the former Municipal Boundaries do not lend themselves to division into clearly defined neighbourhoods.

The Study Area was reduced to 10 sub-areas; similarity in housing composition and density, road boundaries, land uses and other physical factors were the determinants. The boundaries, Existing and Proposed Population as well as total acreage are shown in Figure No. 7 "Population Distribution A".

The sub-areas were more identifiable and manageable than the original Census Tracts shown in Figure 43 and were used chiefly for convenience. Table No. 4 lists the Sub-Areas together with Population and Gross Residential Density in the Study Area, while Figure 43 indicates both Existing and Proposed Population Distribution by Census Tract.



**LEGEND**

--- BOUNDARY OF STUDY AREA

--- BOUNDARY OF NEIGHBOURHOOD SUB-AREAS.





POPULATION & DENSITY BY SUB-AREA

Sub Area	Existing Population	Proposed Additional Population	Proposed Total Population	Proposed Gross Residential Acreage	Density Per Gross Residential Acre
1	3,900	3,238	7,138	150	47
2	6,434	2,593	9,027	194	46
3	1,135	-(1,135)	0	-	-
4	6,137	3,053	9,190	211	43
5	8,623	613	9,236	266	34
6	3,900	2,095	5,995	114	52
7	8,535	4,756	13,291	260	51
8	5,431	5,717	11,148	227	49
9	3,650	6,652	10,302	136	75
10	150	11,013	11,163	90	124
<hr/>					
TOTALS	47,895	38,595	86,490	1,648	

Gross Residential Density in Study Area: 52 Persons Per Acre

Net Residential Density in Study Area: 65 Persons Per Acre

## 2. HOUSING COMPOSITION

As has been stated in the Borough of Etobicoke Planning Department's "Multiple Family Housing" report, the Study Area contains some 5,200 apartment units with site areas totalling about 70 acres.

Within the Borough of Etobicoke there are 18,000 apartment units occupying about 430 acres, therefore in terms of apartment units the Study Area has about 1/3 of the total Borough of Etobicoke apartment housing stock, but they occupy only about 1/6 of the total apartment area. It is evident therefore, that apartments within the Study Area are located on extremely limited sites.

### a. Composition of Existing Housing

The Study Area contains some 13,666 units, housing an existing population of 47,900 persons and distributed within the neighbourhood sub-areas as follows:

COMPOSITION OF EXISTING HOUSING

Composition of Existing Housing					
Sub-Area	Existing Population	Single Family	Multiples (2-5 Units)	Apartments (6+ Units)	Total
1	3,900	571	94	410	1,075
2	6,434	789	209	943	1,941
3	1,135	44	17	8	69
4	6,137	1,016	204	393	1,613
5	8,623	1,440	337	678	2,455
6	3,900	615	138	378	1,131
7	8,535	1,046	338	1,323	2,707
8	5,431	958	271	151	1,380
9	3,650	220	143	932	1,295
10	150	-	-	-	-
<b>TOTAL</b>	<b>47,895</b>	<b>6,699</b>	<b>1,751</b>	<b>5,216</b>	<b>13,666</b>
<b>PERCENTAGES</b>		<b>49%</b>	<b>13%</b>	<b>38%</b>	<b>100%</b>

b. Composition of New Housing Proposed

The Plan provides for a population increase of some 40,000 persons by the Year 2000 or Horizon Year. In order to accommodate this increase without being detrimental to the existing housing composition in the sub-areas, the bulk of the additional population has been allocated to the areas of land fill in eastern Mimico; sub-areas 7, 9 and 10 therefore have a greater proportion of high density apartments. In the balance of the Study Area the existing housing has, in the main, been retained, it being assumed that the Metro Urban Renewal Study, August 1966, is valid in its assessment of building conditions. However, from observation in the field it is evident that many of the single family homes in the area are of frame construction and are weathering badly. Though in general many of the homes in the area were constructed after the Second World War, there are groups of residences that are converted summer homes. It is entirely within the realm of possibility that the condition of buildings in the area may alter considerably in time - requiring a re-evaluation of present policy.

COMPOSITION OF NEW HOUSING PROPOSED

Sub Area	Density 2* (12-14 upa)	Density 3* (35 upa)	Density 4* (60 upa)	Density 5* (100 upa)	Approx. Total No. of Units
1	-	342	1,860	230	2,432
2	33	-	930	520	1,483
3	-	-	-	-	-
4	1,006	402	-	460	1,868
5	234	560	-	775	1,569
6	207	-	1,068	-	1,275
7	136	140	3,012	-	3,288
8	-	-	1,860	340	2,200
9	49	195	2,436	290	2,970
10	-	-	3,012	1,400	4,412
<b>TOTAL</b>	<b>1,665</b>	<b>1,639</b>	<b>14,178</b>	<b>4,015</b>	<b>21,497</b>
<b>PERCENTAGES</b>	<b>8%</b>	<b>7%</b>	<b>66%</b>	<b>19%</b>	<b>100%</b>

Note

Density 1 and 2    4.0 Persons Per Unit  
Density 3            3.0 Persons Per Unit  
Density 4 and 5    2.5 Persons Per Unit

\* Units Per Net Residential Acre

c. Final Housing Composition - Horizon Year

The following is a summary of the housing composition visualized by the Plan by the Year 2000, upon implementation of the Plan.

TABLE NO. 7

Sub Area	Proposed Total Population	Single Family and Row Housing (up to 15 upa)	Multiples & Apartments at 35 upa	Apartments at 60 & 100 upa	Total No. of Units
1	7,138	447	432	2,484	3,363
2	9,027	727	207	2,358	3,292
3	0	-	-	-	-
4	9,190	1,819	590	484	2,893
5	9,236	1,343	854	1,069	3,266
6	5,995	695	129	1,354	2,178
7	13,291	1,099	453	4,335	5,887
8	11,148	926	262	2,322	3,510
9	10,302	244	329	3,646	4,219
10	11,163	-	-	4,412	4,412
TOTAL	86,490	7,300	3,256	22,464	33,020
PERCENTAGES		22%	10%	68%	100%

The construction of a substantial number of apartment units is necessary to accommodate the proposed population increase. Development in accordance with this Plan will result in approximately 3/4 of the total number of units being apartment units by the Horizon Year - the current trend in the redevelopment of central areas.

The Metropolitan Toronto "Apartment Survey 1961" indicated that in the 3 former Lakeshore communities, apartments represented 25% and 30% of the total housing stock in 1958 and 1961 respectively. The economics of development have necessitated this trend because of the cost of existing land and buildings for redevelopment, higher construction costs and the pressure of rapidly increasing population growth. This is particularly applicable in the Lakeshore Area where it would be unrealistic to propose low density development on valuable lakefront property presently occupied by commercial uses.



## C.5 INDUSTRY & EMPLOYMENT

### 1. PRESENT EMPLOYMENT

In 1885, after the opening of the railway line to Hamilton, the railway marshalling yards, employing local labour, was established within the Study Area. Rail related industry became attracted to the area, creating more employment.

At present there is a wide variety of industries and employment in the Study Area. An analysis of travel patterns showing that 13.2% more people came into the area to work in 1964 than went out of the area to work is included in Chapter C.10 "Transportation". The travel patterns indicate the attraction of the area as a place to work.

The relationship of employment in the area south of the Q.E.W. to employment in the Central Urban Area of Metro Toronto is highly significant; it is outlined in the next Table:

a. Employment Relationship to Metro Toronto

A comparison of the figures shows that the level of employment in the Area South of the Q.E.W. by 1980 is likely to be over 5,000 jobs per square mile, or nearly double the number of jobs per square mile in the Suburban Ring and in the Borough of Etobicoke. The Study Area is then an area of industrial activity and employment of great importance to the Metropolitan Toronto Region.

TABLE NO. 8

Planning District or Area	Land Area in Sq.Miles	EMPLOYMENT			
		1956		1980	
		Number of Jobs	Jobs Sq.Mile	Number of Jobs	Jobs Sq.Mile
Central Urban Area	84.0	556,000	6,620	679,000	8,080
Suburban Ring	157.0	74,000	470	364,000	2,320
West Suburban (Borough of Etobicoke)	47.9	45,000	940	132,000	2,760
Metro Planning Area	719.7	662,000	920	1,213,000	1,690
Area South of Q.E.W.	6.1	21,000	3,440	32,000	5,250

Source: 1956 = National Employment Service and MTPB Estimate  
1980 = MTPB Estimate

NUMBER OF JOBS IN EACH EMPLOYMENT CATEGORY AND THE RATIO  
OF POPULATION TO JOBS AVAILABLE BY CATEGORY AND MUNICIPALITY

(Figures Rounded)

The ratio (: ) refers to the number of residents to one job in each of the four categories)

Municipalities	Population	Retail		Service		Manufacturing & Wholesale		Other		Total	
		No.of Jobs	Ratio	No.of Jobs	Ratio	No.of Jobs	Ratio	No.of Jobs	Ratio	No.of Jobs	Ratio
Long Branch	13,690	390	35	590	24	1,180	11.6	10	1,369	2,170	6.3
New Toronto	12,790	640	20	960	13	7,000	1.8	1,310	9	9,910	1.3
Mimico	16,980	360	47	720	23	1,450	12.	120	140	2,650	6.4
<b>TOTAL</b>	<b>43,460</b>	<b>1,390</b>	<b>31</b>	<b>2,270</b>	<b>19</b>	<b>9,630</b>	<b>4.5</b>	<b>1,440</b>	<b>30</b>	<b>14,730</b>	<b>3.0</b>
South of Q.E.W.	65,980	2,930	23	2,590	25	18,920	3.5	1,520	43	25,990	2.5
Leaside	18,840	890	21	1,720	11	9,830	19	190	950	12,630	1.5
East York	73,850	2,000	37	4,350	17	5,960	12.4	270	274	12,580	5.9
City of Toronto	668,000	64,640	10	171,810	4	150,170	4.4	45,730	146	432,350	1.5
Etobicoke	194,640	6,960	28	11,690	17	38,830	5.	57,480	34	114,960	1.7
Metro.Toronto	1,777,900	104,900	17	238,380	7	309,800	6.	58,670	30	711,750	2.5

Definitions:- Retail: Sale of commodities for personal consumption.

Service: Finance, Real Estate, Insurance, Business Service, Personal & Recreation Service, Community and Government Service

Manufacturing: Manufacturing, Wholesale, Construction

Other: Primary, Transportation, Communications, Storage.

Source: Traffic Prediction Model for M.T.A.,R.T.S.

### b. Availability of Employment

Table No. 9 shows the number of jobs in four categories; retail, service, manufacturing and wholesale, and other. The table also identifies the ratio of population to jobs available by each category in comparison with other Municipalities. The ratio figure has been calculated by dividing the number of jobs in each category into the population of the Municipality. The lower the ratio figure, the higher the incidence of people employed in the category, and vice versa.

The area South of the Q.E.W. is considered a Metropolitan District, therefore, a comparison of the number of jobs and ratios for that area with the other Municipalities is more feasible than comparing the small localised areas of Long Branch, New Toronto and Mimico with each other. It is evident that the overall employment ratios for the three former Lakeshore Municipalities is the same as that for Metropolitan Toronto.

The main conclusion that can be reached from the Table is the very high incidence of employment in the Manufacturing and Wholesale category - identified by the low ratio. The table also shows average

employment in Retail but relatively low employment in the Service category. The increase in population in the Study Area may stimulate this Service category.

c. Distribution of Family Income

The 1961 census data on family earnings for the Study Area is shown on Table No. 10. The Table indicates that in the three former Lakeshore Municipalities 44% of the families earned less than \$5,000, 51% earned between \$5,000 - \$10,000 and 5% in excess of \$10,000. These percentages are about average for Metro Toronto with a smaller percentage in the upper income group.

TABLE NO. 10

DISTRIBUTION OF FAMILY EARNINGS - 1961

Former Lakeshore Municipalities	Low		Income Groups Middle		Upper	
	to \$4,999 Families	%	\$5,000 to \$9,999 Families	%	Over \$10,000 Families	%
Long Branch	1,098	45	1,206	50	107	5
New Toronto	1,291	49	1,245	47	87	4
Mimico	1,687	39	2,348	55	240	6
<b>TOTAL</b>	<b>4,076</b>	<b>44</b>	<b>4,799</b>	<b>51</b>	<b>434</b>	<b>5</b>
City of Toronto	67,660	59	41,130	35	6,960	6
Metro Area	148,235	43	168,730	49	31,340	8

Source: Dominion Bureau of Statistics: 1961 Census

d. Distribution of Male Occupation

Table No. 11 shows the percentage distribution of male occupation in the Lakeshore Area compared with Etobicoke and Metro Toronto. The Table shows that 45% of the Lakeshore Area labour force are employed in the Primary Craftsmen and Labourers category compared with 30% for Etobicoke.

TABLE NO. 11

PERCENT DISTRIBUTION OF MALE OCCUPATION

	<u>Managerial Professional &amp; Technical</u>	<u>Primary Craftsmen &amp; Labourers</u>
Lakeshore	16.1	45.1
Etobicoke	35.9	30.9
Metro Area	24.4	38.3

Source: Dominion Bureau of Statistics: 1961 Census

2. FUTURE EMPLOYMENT

Three of the factors that will influence future employment and income characteristics of the Study Area are:

- housing composition

- accessibility
- increase in industrial acreage

#### a. Housing Composition

The housing composition proposed in the Plan is primarily in the form of medium and high density apartments. Development on Waterfront sites is likely to attract persons who do not necessarily work in the Study Area, influencing the employment composition and possibly the income distribution.

#### b. Accessibility

The measure of an areas' accessibility is dependent upon the extent of social and economic activities available to the area within a specified travel time and distance compared with other areas. Accessibility variables are most important for forecasting the relative areas for population and employment location.

Table No. 9 shows that the area South of the Q.E.W. is well favoured by Manufacturing employment with 1 job to every 3.5 persons compared with the Metropolitan average of 1 to 6 and the Etobicoke figure of 1 to 5. Within a distance of three miles or 10 to 20 minutes travel time 71,000 jobs are anticipated by 1980 with a further increase by the Horizon Year: 2000

The Study Area is, therefore, through its location and accessibility, important not only because of its employment potential, but as a supplier of labour.

c. Increase in Industrial Acreage

The Plan proposes a small increase in industrial acreage brought about by the rezoning to industrial of spotted residential uses in predominantly industrial areas.

The 65 acre Ontario Reformatory Farm and adjoining lands, however, are proposed for industrial use. A total of approximately 131 Net acres, some of which have already been developed, the area is ideally located close to the Q.E.W. and rail yards. Though the property is not within the Study Area, Kipling and Islington Avenues will provide direct connections, as well as linkage with the Q.E.W. Employment potential of the site could be in the region of 30 workers per acre, providing about 4,000 jobs.

Public renewal and use of land owned by the Canadian National Railways is not considered likely in the short term. An enquiry to the C.N.R. concerning possible development yielded this reply .....

"Present indications are that very little, if any, of this land (CNR property holdings between Royal York Road and 18th Street) will ever become available for disposition to industry."

The prospects for industry and employment in the Study Area are good (in accordance with the national economy). However, the compatibility of industrial undertakings in close proximity with high density residential development raises special problems. Among these are Air Pollution and Nuisance.

### 3. AIR POLLUTION & NUISANCE

The compatibility of industrial land use with high density residential development is jeopardised by air pollution and other problems associated with industrial undertakings. These have been considered under the following headings:

- a. Nuisance
- b. Primary Air Pollution and Controls
- c. Existing Situation in Study Area
- d. Control of Existing Industries
- e. Control of New Industries
- f. Pollution & Proposed Land Use

#### a. Nuisance

There are several types of nuisance; odours, noise and vibration which became apparent during field observation. Odours of a chemical and

food processing nature were detected which at times have reached objectionable proportions. These odours, carried by the prevailing winds, not only effect the Study Area, but also adjacent areas.

Certain technical methods are available to reduce chemical odours, discussion of which is beyond the scope of this Study, however, the utilization of tall stacks towering above all other structures may be sufficient to reduce local odours; a matter which requires extensive investigation and research.

Noise and vibration (other than road and rail traffic) is usually a local problem. The Plan has rezoned to industrial use those small scattered pockets of residential use in a primarily industrial area. Housing adjacent to industrial plants should be screened by planting and/or baffled by fencing which helps considerably in reducing noise. Negotiations with the industry concerned may produce results by encouraging the sound proofing of various machines and plant facilities inside buildings. Loading and off-loading noise could be lowered by the use of packing materials of low resonance, such as plastics.

Nuisances can only be controlled by the municipality through co-operation and negotiation - the individual being free to make a complaint to the

Municipality, with the Municipality acting as negotiator and mediator. Only local zoning by-laws regulate the type and intensity of industry moving into an area. Once the industry is established, only the Provincial Government through the Department of Health (i.e. A.P.C.S.) can regulate unless local municipal by-laws are contravened.

#### b. Primary Air Pollution

All processes involved in man's existence cause air pollution. In areas of high residential density and industrial intensity the problem increases proportionately. Personal air pollution causes an average of 30% of total air pollution ranging from 15% - 60% depending upon the type of community. Personal air pollution caused by the automobile, household painting, cleaning establishments, cooking odours, heating plants for domestic houses, restaurants, etc., will increase proportionately with activity levels. Since personal pollution levels cannot in the short term be lowered appreciably, levels of industrial pollution must be considered the priority.

The control of air pollution is now covered by Provincial legislation:-

The Air Pollution Control Act, 1967

Five key points of the new Ontario Air Pollution Control Program are:-

1. Specific regulations for specific industries.

2. Regulations based on a scientific appraisal of air quality which take local weather patterns, topography and land usage into consideration.
3. Regulations covering all significant pollution sources, not merely industrial plants and combustion sources.
4. Possibility of different emission rates for similar sources, depending on location.
5. Revision of regulations as research and experience dictate.

Simultaneously with its integration of Metropolitan Toronto's air pollution control agency, the Ontario Department of Health's Air Pollution Control Service (A.P.C.S.) introduced a regulation under the Air Pollution Act. Regulation 449/67, which became effective on January 2, 1968 replaced Metro's By-Law No. 601. This regulation is a general one and, being the first phase of Ontario's air pollution control program, was not expected to cover all aspects of air pollution control. Additional regulations dealing with vehicular emissions and individual groups of similar sources of air pollution are already in the preparatory stages. They may be applied in the near future.

### c. Existing Situation in Study Area

One of the sections in the above Regulation sets out the "Ambient Air Quality Criteria", or maximum acceptable levels, which is used as a guide when assessing the Province's air quality and as a yardstick when future requirements of control are formulated. A distinction has been made as to land usage between residential and industrial/commercial. Two main types of air pollution have been analysed in the Study Area\*, which have been shown in Figure 8, "Air Pollution and Industrial Locations".

1. Dustfall Level
2. Sulphation Level

\*Information obtained through A.P.C.S.

Ontario Ambient Air Criteria

Table 2./0. Reg. 449/67.

DUSTFALL & SULPHATION LEVELS  
BOROUGH OF ETOBICOKE

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1967

1. DUSTFALL

a. Ontario Ambient Air Criteria (maximum acceptable levels)

Industrial/Commercial - 20 tons/square mile/month

Residential - 13 tons/square mile/month

b. Average Levels in Etobicoke

South of Q.E.W. - 22 tons/square mile/month

North of Q.E.W. - 16 tons/square mile/month

c. Study Area High (1967)

28 tons/square mile/month

2. SULPHATION\*

a. Ontario Ambient Air Criteria

1.0 mg.  $SO_3$ /100 square cms/day ( $SO_3$  Sulphur Trioxide)

b. Average Levels in Etobicoke

South of Q.E.W. - 1.5 mg  $SO_3$ /100 sq.cms/day

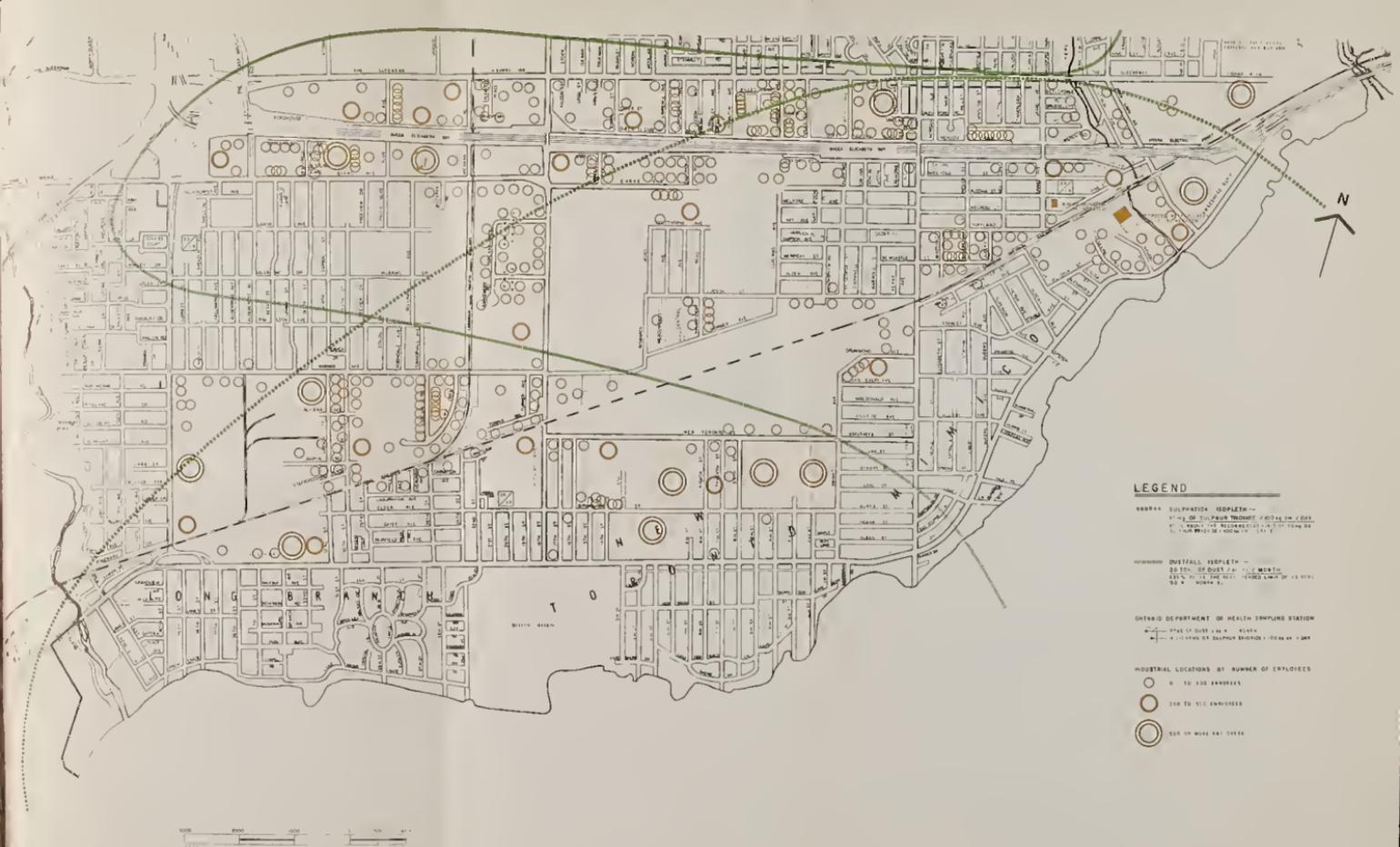
North of Q.E.W. - 1.1 mg  $SO_3$ /100 sq.cms/day

c. Study Area High (1967)

1.8 mg  $SO_3$ /100 sq.cms/day

Source: Municipality of Metropolitan Toronto - Air Pollution Control & A.P.C.S.

\* By utilizing the Lead Peroxide Candle method, a measurement is taken of Sulphur Oxides in the atmosphere.



**LEGEND**

- \*\*\*\*\* SULPHUR DIOXIDE -  
 \*\*\*\*\* OF 500 PARTS PER BILLION PER YEAR  
 \*\*\*\*\* OF 100 PARTS PER BILLION PER YEAR  
 \*\*\*\*\* OF 50 PARTS PER BILLION PER YEAR  
 \*\*\*\*\* OF 25 PARTS PER BILLION PER YEAR
- \*\*\*\*\* INDUSTRIAL -  
 \*\*\*\*\* 50 TO 100 EMPLOYEES  
 \*\*\*\*\* 10 TO 50 EMPLOYEES  
 \*\*\*\*\* 5 TO 10 EMPLOYEES  
 \*\*\*\*\* 1 TO 5 EMPLOYEES
- ONTARIO DEPARTMENT OF HEALTH SAMPLING STATION  
 \*\*\*\*\* 500 FT. OR MORE FROM A STREET  
 \*\*\*\*\* 100 FT. OR MORE FROM A STREET  
 \*\*\*\*\* 50 FT. OR MORE FROM A STREET
- INDUSTRIAL LOCATIONS BY NUMBER OF EMPLOYEES  
 ○ 10 TO 500 EMPLOYEES  
 ○ 50 TO 100 EMPLOYEES  
 ○ 10 TO 50 EMPLOYEES  
 ○ 5 TO 10 EMPLOYEES  
 ○ 1 TO 5 EMPLOYEES



It is evident from data gathered by the Air Pollution Control Division of Metropolitan Toronto and the A.P.C.S. that dustfall and sulphur oxide levels in the Study Area (South of Q.E.W.) are not only considerably higher than those in the areas North of the Q.E.W., but they exceed the Ontario Ambient Criteria (maximum acceptable levels) by upwards of 50%, apparently reaching the highs tabulated. These levels compare with those recorded within the Metropolitan Toronto core area.

At the present time technical information on the amount and type of pollutants from each source is not available. The Air Pollution Control Service has not yet been able to make a complete study of Metro sources, however, industrial undertakings having a record of high emissions of pollutants may be investigated in the near future.

#### b. Control of Existing Industries & Stationary Sources

Approval from A.P.C.S. must now be obtained for all expansions or modifications to existing plant, and A.P.C.S. has authority to regulate all air pollution sources. Where public health is seriously and immediately threatened, the A.P.C.S. will obtain an order from the Minister of Health to put an immediate stop to discharge of the offending contaminants. Normally, however, plants will be given sufficient time to meet new requirements - and they have the right to appeal.

An individual or body may make a complaint concerning air pollution or odours to the A.P.C.S., and it is understood that all complaints will be investigated. Monitoring devices are in operation throughout Metro, enabling pollution levels to be examined regularly.

#### c. Control of New Industries & Stationary Sources

Under the 1967 Air Pollution Control Act, A.P.C.S. approval must be obtained for all new plants and other stationary pollution sources prior to construction.

Co-operation between the Municipality and the A.P.C.S. will assure that all necessary controls are enforced with regard to the new industrial undertakings.

#### d. Pollution & Proposed Land Use

The diagram of "Air Pollution and Industrial Locations;" Figure No. 8, indicates by "isopleths" the levels of dustfall and sulphation in the Study Area; it will be noted that the general level exceeds the Ontario Ambient Air Criteria, (maximum acceptable levels). Comparison of this Air Pollution diagram with the Proposed Land Use diagram indicates levels of pollution higher than the desirable limit in areas of predominantly residential use.

A special study by "Hemeon Associates" (Air Pollution Research Engineers) was conducted for a local developer. The sources of air pollution in the Lakeshore Area (local industrial and municipal works) were studied and alternative methods of controlling the air pollution problems of particular industries outlined. Though Mr. Hemeon commented on the complexity of the engineering control aspect of the proposed Metropolitan sludge incinerator, he did not suggest a final solution.

Two Metropolitan Toronto Works facilities may create development problems regarding the Proposed Land Use Plan:

- i) The existing Humber Sewage Treatment Plant is currently being expanded and emits objectionable odours which must be brought under control, otherwise waterfront development in the vicinity could be seriously affected.
- ii) The proposed Humber Bay Sludge Incinerator is at present under consideration on a site adjacent to Mimico Creek. The A.P.C.S. is at the present time conducting an analysis of the Ashbridges Bay Incinerator to establish whether additional controls will be required in the Humber Bay Plant. The technical feasibility of the construction of a sludge incinerator on the site proposed by Metro (adjacent to a residential area) should be established upon completion of this analysis

### SUMMARY

Noise buffers between residential areas proposed in the Plan and rail transit corridors may be developed through the use of devices such as landscaped berms and/or a system of precast concrete baffles to improve the "sound shadow" outlined within C.M.H.C.'s "Site Planning Handbook". A single unified system should be adopted and its application controlled by the Borough under Site Plan Control.

A landscaped buffer along the North side of Lakeshore Boulevard between Brown's Line and 32nd Street (formerly Long Branch) would screen large open parking lots and industrial activities from the street and future multiple residential development. Similarly, relocation or elimination of the heavy spiked wrought iron fence on the North side of Lakeshore Blvd. between 7th and 14th Streets and the substitution of hardy shrubs and trees would greatly enhance the streetscape.

It is strongly recommended that air pollution be brought within acceptable limits before the Borough approves any further rezoning for multiple residential use in the Study Area. Detailed Meteorological studies should be undertaken, particularly in the "Urban Renewal Areas" where the cost of these studies could be defrayed against renewal costs.

## C.6 COMMERCIAL

Commercial uses include retail and service establishments, offices, motels, hotels, automotive establishments and places of amusement. Within the Study Area these uses take the form of strip development along Lakeshore Boulevard and Royal York Road. These two main roads and associated transportation routes were the axes along which the development of the former Municipalities took place. As housing developed, commercial uses became established fronting onto these main roads, each shopping area serving the adjacent population. This pattern of development consolidated as the area became built up.

### 1. EXISTING COMMERCIAL

At the present day the commercial development in the Study Area is suffering from obsolescence and car parking problems. Complete redevelopment of the entire commercial strip is impractical due to the high cost and disturbance involved, however, certain guidelines can be established along which redevelopment of selected commercial areas may take place. Over the Plan period, viable commercial units leading to defined shopping centres can be induced by the Borough through the provision of off-street parking and other local amenities.

The 1961 Census contains data (by Census Tract) regarding Service & Retail Trade within the Study Area, which has been summarized in the following Table:

TABLE NO. 13

SERVICE & RETAIL TRADES

Municipality	Population (1961)	Total Number of Service & Retail Outlets	Total Receipts in \$'000's	Number of Outlets Per 1000 Persons	Receipts Per Person
Long Branch	12,980	160	11,611.5	12.3	\$ 900
New Toronto	13,234	204	26,544.6	15.4	\$ 2,000
Mimico	19,431	145	11,113.8	7.5	\$ 550
Etobicoke	156,000	1,206	177,171.1	7.7	\$ 1,150
Metro Toronto	1,881,000	22,919	2,636,693.6	12.1	\$ 1,400

The Table shows that New Toronto with 15.4 outlets per 1,000 persons is the most prosperous commercial centre in the Study Area with more outlets than the Metropolitan Toronto average. It also nets more receipts than the Metropolitan average, whereas Long Branch and especially Mimico are below average in receipts. It is therefore necessary to reorganise the commercial areas in the Lakeshore Communities in order to achieve an equitable distribution of shopping centres - serving each residential area adequately.

Another method of assessing whether the distribution of commercial uses is adequate or deficient is by calculation of the ratio of floor space per capita (or per person) for a given area and population.

TABLE NO. 14

RETAIL FLOOR SPACE COMPARISON

Area or Municipality	Population	Total Floor Space in Sq.Ft.	Ratio of Floor Space/Capita
Long Branch	12,980	318,000	24.5
New Toronto	13,234	274,000	20.7
Mimico	19,431	117,000	6.0
Lakeshore	45,645	709,000	15.7
Etobicoke	265,000	3,373,000	12.7
		4,573,000	17.2*
		4,273,000	16.0
Metro Toronto	1,881,000	30,973,000	16.5

The Table indicates that though the total amount of Retail Floor Space and the Per Capita Ratio for the Lakeshore Area as a whole is good, the present distribution and location of floor space within the area, is extremely poor. Mimico has a very low amount of Retail Floor Space

NOTE:

\*Sherway Shopping Centre (Regional) will draw shoppers from Mississauga as well as Etobicoke. It's 1,200,000 square feet of retail floor space was included in the 17.2 ratio, when only 75% was included (as being the Etobicoke-Metro portion, according to Traffic Research Corporation report) the ratio dropped to 16.0

SOURCE: "Shopping Centres and Strip Retail Distribution": M.T.P.B. 1966

per Capita and requires improvement whereas New Toronto and Long Branch have far more than average. Comparison of the Retail Floor Space Per Capita Ratio with Receipts/1,000 persons indicates that the Long Branch Commercial Area is the least prosperous within the Study Area, a situation which could be helped by an increase in local population.

The present multiplicity of the same types of outlets (see Retail Trade & Service Trades 1961 Census - in the Appendix) indicates the individual almost block by block "favourite" store treatment by the residents, which coupled with the small "neighbourhood" scale of individual stores would indicate that they do not satisfactorily offer the community centre type of service and merchandise. These factors have indicated an uneconomic dispersal of retail commercial development along Lakeshore Boulevard, which is reflected in the large number of vacancies observed in the field.

## 2. LAKESHORE BOULEVARD

The existing commercial strip extends along the majority of Lakeshore Boulevard within the Study Area. Motels on long narrow lots have been built along Lakeshore Boulevard between the mouth of the Humber, and Mimico Creek. With the notable exception of: Christie's Bread along the North side of the street in Mimico (East of Park Lawn Road), the attractive single family homes and old mansions East of Royal York Road, the Ontario Mental Hospital and the Goodyear Tire & Rubber Co. factory in

New Toronto, as well as the strip industrial development (on the North side of Lakeshore Boulevard East of Highway 27), both sides of the street are presently built-up with a succession of relatively small stores, punctuated by the occasional supermarket and apartment building.

a. Existing Development

Field inspection revealed no "blighted" areas - within the current interpretation of that term under the National Housing Act. Though a fairly large number of buildings could only be classified as being in "fair" condition it is clear that the commercial strip would not qualify for urban renewal funds at this time. The existing development is merely an inappropriate mixture of uses, generally too small in scale - poorly related to the areas served.

The present condition of the Lakeshore Boulevard streetscape is readily apparent from Figures 11, 13, 15 and 17. The locations and directions of view of these illustrations are established in Figure No. 10. Utility poles and overhead wires, streetcar tracks, an infinite variety of signs and boulevard car parking, all contribute to the general "lack-lustre" impression of clutter and confusion.

In general, the contributing factors have been:

- The sporadic growth and development outward from the Central City along Lakeshore Boulevard.
- Separate municipal jurisdictions and lack of development co-ordination.
- Limited municipal budgets at the local level - reflected in overhead wiring and street furniture.
- Mixture of uses with lack of zoning definition, changes in merchandising techniques and public buying habits.
- Change in function of Lakeshore Boulevard. Through traffic conflicts with servicing of local stores.
- Multiplicity of traffic controls required along Lakeshore Boulevard (an arterial route at intersections with local streets).

The vacancy factor in the Study Area is high - approximately 10%.

Many of the key stores are declining, and before the Horizon Year 2000, will be obsolete and inadequate relative to the shopping needs of local residents and proposed commercial/residential core areas. The planned widening of Lakeshore Boulevard will also remove boulevard parking and threaten the economic viability of the strip commercial development in its present form.

### b. Proposed Development

The Development Concept for the Study Area (as outlined in Chapters C.2 "Land Use" and C.3 "Development") is a series of community core areas reflecting former municipal development. These centres of activity - in a linear pattern along the Lakeshore Boulevard spine would each have a primary or secondary function in relation to the residents served within the adjoining tributary areas. Linked to local activities by means of pedestrianways and open space system, these nodes will create focal points at major transportation transfer points and core areas.

Lakeshore Boulevard would be maintained as an arterial route. But the conflict between local and through traffic would be minimized by street closings and the creation of commercial service streets. Off-street parking for commercial centres would also be related to this new system.

The alternative to the existing development - the Plan recommended by this Study - is illustrated in Figures 12, 14, 16, 18 and 19 - which are also keyed to Figure 10. This is the Lakeshore Area envisioned in the Year 2000 after full implementation of the proposed land use concept. In the interim, development would have to be controlled.

It is recommended that a detailed study be made of street furniture and graphic elements which constitute the streetscape, by an industrial designer and landscape architect. This would include a review and co-ordination of street signs, lighting and standards, public seating, trashcans, hydrants, bus shelters, planting strips, paving materials and pattern etc. All seemingly insignificant items have a tremendous impact on the general streetscape as a totality. At the larger scale, development standards and control will be required to establish guidelines for private developers. The Borough must be prepared to establish overall urban form as well as function.

### 3. GENERAL PRINCIPLES & STANDARDS

#### a. Types of Shopping Centres

As the shopping centre evolved, three "types" emerged, each distinctive in function: the Neighbourhood, the Community and the Regional. In all cases the shopping centre's type is determined by its major tenant or tenants. Neither site area nor building area strictly determines the type of centre.

The Neighbourhood Centre - provides for the sale of convenience goods (food, drugs, and sundries) and personal services (laundry and dry cleaning, barbering, shoe repairing, etc.) for day-by-day living needs of the immediate neighbourhood. It is usually built around a supermarket as the principle tenant and is the smallest type of centre.

In size the neighbourhood centre has an average gross leasible floor area of 50,000 square feet though it ranges from 11,700 to 130,000 square feet G.L.A. For its site area, it needs from four to six acres and serves a trade area population of 5,000 to 40,000 people within walking distance and a maximum of five minutes driving time.

The Community Centre - in addition to the convenience goods and personal services of the neighbourhood centre, provides a wider range of facilities for the sale of soft lines (wearing apparel), and hard lines (hardware and appliances). It makes more depth of merchandise available in sizes, styles, colours and prices. It is built around a junior department store or a variety store as the major tenant, in addition to the supermarket.

In size, the community centre has an average gross leasible floor area of about 150,000 square feet but ranges from 61,000 square feet to 300,000 square feet. For its site area the community centre needs from 10 to 30 acres and normally serves a trade area of 40,000 to 150,000 people.

This type of centre is the most difficult to estimate for size and drawing power, and, in a Metropolitan Area is extremely vulnerable to competition.

The Regional Centre - provides for general merchandise, apparel, furniture and home furnishings in full depth and variety. It is built around a full line department store as the major drawing power. For greater depth and variety, two or even more department stores could be included in the tenancy.

In size, the regional centre has an average gross leasable area of 400,000 square feet and can range from 200,000 to 1,100,000 or more square feet. The Regional Centre needs at least 150,000 people from which to draw and is generally designed to serve a trade area of 150,000 to 400,000 or more.

The Regional is the largest type of shopping centre akin to Yorkdale and the proposed Sherway Centre. It comes closest to reproducing the shopping facilities and customer attractions once only available in the Central Business District.

#### b. Trade Area

The number of people needed to support a shopping centre of any type is a variable, not a fixed measure, therefore "trade area" may be defined as "that area from which is obtained the major portion of the continuing patronage necessary for steady support of the "shopping centre". New shopping centres cannot create new buying power, they can only attract customers from existing districts or capture the increase in purchasing power that accrues with growth of population.

#### c. Car Parking

The space for parking customers' cars is a basic requirement in shopping centre site planning and development. The layout of the parking space must assist in making the centre serve its prime function - that of an attractive and profitable market place.

The number of parking spaces needed for a shopping centre depends upon factors affecting the parking demand. They

- are: - size and type of centre
- location in relation to proportion of customer traffic from public transportation
  - character and income level of the trade area
  - amount of walk-in trade generated from nearby areas.
  - accessibility - size and shape of the property

By taking these factors into consideration the parking area can be gauged in relation to the need.

### Terms

Two terms, the Parking Ratio and the Parking Index, are commonly used to describe parking standards and their relationship to commercial uses. The Parking Ratio is a relationship between the "area" devoted to parking and the "area" devoted to building. The Parking Index is the relationship between the "number" of car parking spaces and the retail "space" or:

"Parking Index is the number of car parking spaces per 1000 square feet of gross leasable area (G.L.A.)."

As a unit to indicate the number of parking spaces needed in relation to tenant occupancy, the parking index has the advantage of not requiring adjustments or explanations to show assignments made for area per car. It is also more flexible in that it can be used to designate parking spaces in a structure. Accordingly, Parking Index is utilized in this Study and is recommended to the Municipality as a sound basis for its by-law requirement. In order to simplify the procedure, two standards only are advocated for the Lakeshore Study Area.

Standards - The general standard that has been recommended by the Urban Land Institute is a Parking Index of:

1. 5.5 car parking spaces per 1000 square feet of gross leasable area (G.L.A.). It is equivalent to a Parking Ratio of 2.2

The above standard is comparable with those of other shopping centres outside the central city e.g.

Shopper's World	4.5 spaces/1000 sq. ft. G.L.A.
Thornccliffe Plaza	4.05 spaces/1000 sq. ft. G.L.A.
Yorkdale Plaza	4.8 spaces/1000 sq. ft. G.L.A.

This standard applies to shopping centres of Community and Regional size which are dependent upon their Secondary and Tertiary trade areas.

Centres with local "walk-in" trade or Neighbourhood centres will require fewer car parking spaces. The standard that has been recommended for Neighbourhood centres is a Parking Index of:

2.5 car parking spaces per 1000 sq. ft. of gross leasable area (G.L.A.). It is equivalent to a Parking Ratio of 1:1, the present requirement for Neighbourhood Commercial within the Etobicoke Comprehensive Zoning By-Law.

Both standards include office area in addition to retail area. Office space usage up to 20 per cent of the gross leasable area can be added to the centre's complex without a noticeable increase in the peak parking demand. When over 20 per cent of the G.L.A. is office space, additional car parking should be provided to its own standard.

When determining the site area for car parking purposes, 400 square feet should be allotted for each car. This figure includes space assignable to moving lanes; access drives, pedestrian walks, drive-up windows, and grocery loading areas as well as landscaped areas to be incorporated in the site layout as part of the circulation and parking for the centre.

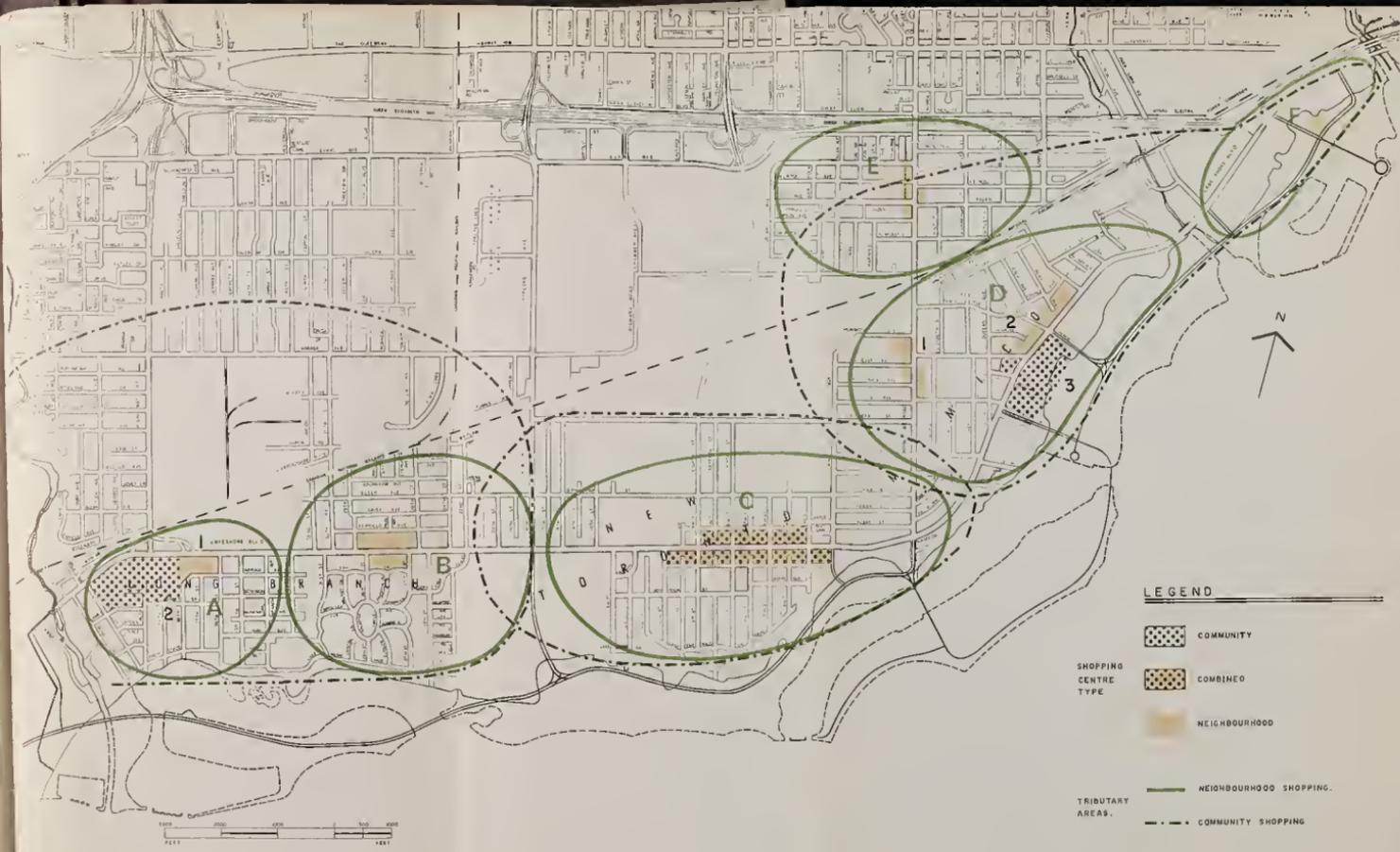
It is impractical to design the parking provision for the peak load - the Saturday before Christmas, for example. At other times, the

parking lots will have a deserted look: potential shoppers react unfavourably to barren parking lots. An excessive parking space allocation cannot be justified by the economics involved. Before the Horizon Year, it is estimated that the cost of urban land will be so prohibitive in the Study Area that it will be impractical to provide surface parking. This is already evident in Scarborough's Golden Mile development.

#### 4. PROPOSED SHOPPING CENTRES

The present multiplicity of the same types of outlets (e.g. barber shops) indicates the individual, almost block by block, "favourite" store treatment by the residents, which has resulted in uneconomic dispersal of comparatively small retail commercial outlets; a number of stores have already felt the pressure and been forced to close. Reorganization is therefore required to achieve a convenient distribution of shopping centres for customers and viable commercial areas for retailers and developers. The centres must be distributed relative to adjoining uses and the population ultimately to be served.

Within the trade area tributary to a shopping centre, the strongest influence is exerted closest to the site. This influence diminishes gradually as distance increases. With the growth of new suburban shopping centres in Etobicoke and Mississauga, the trade area of the



**LEGEND**

-  COMMUNITY
-  COMBINED
-  NEIGHBOURHOOD

SHOPPING CENTRE TYPE

— NEIGHBOURHOOD SHOPPING.

TRIBUTARY AREAS.

- - - COMMUNITY SHOPPING



Lakeshore Area commercial has tended to decrease. The two major shopping centres, Cloverdale Mall (Highway 27 and Dundas) and the Dixie Plaza (Q.E.W. and Dixie Road) and other retail outlets have reduced the primary trade area to south of the Q.E.W. The construction of the Sherway Regional Shopping Centre at the junction of Q.E.W. and Highway No. 27 will further reduce the Study Area retail trade by an overall 10%, it is estimated. Shopping areas nearest to the Sherway Centre will be most affected and the reduction in trade in Long Branch has been forecast as being approximately 18%; in New Toronto about 13%; and in Mimico about 8%. (The effects of Sherway Centre has been further analysed under "Implementation", Chapter C.12. Most trade loss would be in non-convenience goods for which people are prepared to travel further. Small retail outlets selling such goods are not inclined to invest in areas falling within a more powerful trade area based upon the pulling power of department stores which frequently carry their own branded lines and can offer substantial price reductions on sale merchandise.

The movement of shoppers in an urban area is largely controlled by the "competitive relationship" of retail areas. A recent study\* found that on the average, a person will travel: 1-1½ miles for food; 3-5 miles for apparel and household items when selection is not

\*Shopping Habits & Travel Patterns: Voorhees, Sharpe and Stegmaier

important; 8-20 miles when wide ranges of selection and price are important. The effect of the proposed Sherway Shopping Centre on the Lakeshore Study Area was analysed in terms of "Shopping Trips & Access Travel Time" included as Figure No. 45 in the Appendix.

The pattern of commercial uses proposed in the Study Area considered these vital aspects of trade or tributary areas. The multiplicity of stores along the Lakeshore commercial strip are now open and vulnerable to competition in terms of choice of goods. In terms of access and convenience, however, the Study Area commercial uses can be updated and remodelled into a viable pattern of Neighbourhood and Community Centres; with Sherway and Cloverdale Mall operating as Regional Centres.

#### a. Types & Tributary Areas

Figure No. 9 shows three types of shopping centres and associated tributary trade areas, the Community, the Combined (i.e. New Toronto) and the Neighbourhood centre supplemented by "Amenity Shops".

Neighbourhood Centres - have been established with regard to providing the local population with their own identifiable socio-commercial centres, within short walking distance. Two centres are provided within Area D since the tributary areas of (D1) and (D2) are virtually indivisible from one another.







LAKESHORE STUDY  
LONG BRANCH - LOOKING WEST 1968  
BOROUGH OF ETOBICOKE







Community Centres - are proposed in Long Branch and Mimico in strategic locations. The Long Branch centre is located adjacent to the GO-Transit station, where trade will be assisted by the daily commuters. Its tributary "trade" area is likely to be about 34,000 people, drawn from the East up to the New Toronto area, from the West into the Dixie Plaza tributary area and to the North approximately half of the Alderwood area.

The Mimico Community Centre is located adjacent to the high density land fill areas in Eastern Mimico and its tributary "trade" area is likely to be about 40,000 people; drawn from the East up to the Humber River from the West up to the New Toronto area. About half of the Mimico population North of the tracks would also be included, the other half being drawn North into the tributary area of the Queensway.

The community centres are designed as comprehensive commercial/residential complexes, the population within the complex lending vitality to the area.

Combined Centre - New Toronto is the most prosperous commercial area along the Lakeshore Strip at the present time. It is expected, however, that the commercial area will gradually retreat or decline and that its trade area will reduce to that shown in Figure No. 9 with its community and neighbourhood tributaries virtually indistinguishable from one another. This would be due to future competition from other rising centres located at critical interchange points in the transportation system i.e. Long Branch Commercial/Residential centre, and Sherway.

Should the commercial strip deteriorate, or a large local industrial undertaking dispose of its land, reconsideration should be given to rezoning for residential use at 60 units per acre. The New Toronto commercial strip could then be reconstituted based upon its neighbourhood tributary area with additional schools and park facilities in a comprehensive major complex.

"Amenity Shops" - are local grocery stores which are proposed within apartment complexes in areas (E) and (F). These would be provided to a standard of approximately 15 square feet G.L.A. per suite in apartments over 200 suites. Car parking spaces would not be needed since trade will be "walk-in" - from within the building or adjoining buildings located along pedestrianways. Except for a single sign of modest dimensions facing the pedestrianways, no exterior advertising would be permitted.

#### b. Distribution of Floor Space

Floor space has been considered as Gross Leasable Area: or the total floor area designed for tenant occupancy, excluding common and service areas, expressed in square feet and abbreviated as G.L.A. A graph indicating the ratio of gross commercial acreage to population for 52 urban centres across Ontario is provided in Figure No.44 in the Appendix. The total floor space allocated to neighbourhood centres in the Study Area is 13.4 square feet G.L.A. per person (capita).

The community centres, however, will provide additional floor space to bring the overall criteria up to 16 square feet G.L.A. per person, (slightly below the Metro Average of 16.5), but equivalent to that to be provided in the balance of Etobicoke. Additional floor space for shoppers from areas adjoining the Study Area within the community centre tributary areas outlined in Figure No. 9 have also been included. Implementation of these Commercial/Residential cores would require revision to the Borough's present Zoning By-Law - and the incorporation of a Floor Area Ratio (F.A.R.) which would relate permissible commercial floor area to residential use.



LAKESHORE STUDY  
LONG BRANCH - LOOKING EAST 1968  
BOROUGH OF ETOBICOKE







TABLE NO. 15

NEIGHBOURHOOD COMMERCIAL CENTRES PROPOSED

Shopping Centres	Population Served	Proposed G.L.A. (Acres)	Total Site Area*	Remarks
A.1	8,200	2.0	4.0	Functions in conjunction with Community Shopping Centre A.2
B	15,200	5.2	10.4	
C	17,200	6.3	12.6	Functions as a Combined Neighbourhood & Community Shopping Centre
D.1)		3.4	6.8	
.2)	Combined Total of 23,600	4.7	9.4	Functions in conjunction with Community Shopping Centre D3
E	11,100	2.5	5.0	+ 70,000 in "amenity shops"
F	11,200	2.5	5.0	+ 70,000 in "amenity shops"
<b>TOTAL</b>	<b>86,500</b>	<b>26.6</b>	<b>53.2</b>	Total GLA is equivalent to 13.5 sq.ft. GLA/Capita

\*Includes parking, service area and landscaping  
 @ 1:1 ratio or 2.5 car spaces/1,000 sq.ft. of G.L.A.  
 @ 400 sq.ft./car

COMMUNITY COMMERCIAL CENTRES PROPOSED

Shopping Centres	Population Served	Maximum G.L.A. (acres)	Number of Car Parking Spaces Required	Remarks
A.2	34,000	3.2	770	Standard - 5.5 parking spaces per 1000 sq.ft. G.L.A.
D.3	40,000	3.4	820	Standard - 5.5 parking spaces per 1000 sq.ft. G.L.A.
<b>TOTAL</b>	<b>74,000</b>	<b>6.6</b>	<b>1,590</b>	

Service stations have not been included in the floor space allocation. It is considered these should receive special attention in terms of necessity and adequacy of service to the public. Future service station sites should be confined to areas designated as "Commercial" or "Industrial" with frontage onto arterial roads in accordance with the locational criteria established by the Borough in Official Plan Amendment 139.

The framework of the zoning by-laws to implement the proposals should have regard to the following factors when consideration is given to commercial development applications:

sufficient set-back to allow Lakeshore Boulevard to be widened to six



LAKESHORE STUDY  
MENTAL HOSPITAL - FROM WEST 1968  
BOROUGH OF ETOBICOKE



lanes throughout; exterior construction materials; vehicular access points through utilization of the commercial service street; landscaping of pedestrian walkways, and streetscapes; screening of parking areas, and the protection of adjacent uses and amenities.

As part of the design criteria for the Community centres continuous pedestrian rights-of-way should be reserved through the large scale developments. In Mimico there are opportunities for connecting schools and apartment complexes from the Humber River to the centre by means of a system of landscaped walkways; and in Long Branch pedestrian connection should be made from the Alderwood area and Long Branch GO-Transit station into the centre - by means of a pedestrian concourse beneath Lakeshore Boulevard.

### c. Car Parking

Within the neighbourhood centres the elimination of on-street parking can be brought about by the establishment, under the Municipal Act, of a Car Parking Authority acting jointly for the local merchants and the Municipality. Where practical, developers of new neighbourhood commercial areas would have the alternative of making a cash-in-lieu contribution.

The Borough's present car parking requirements under existing zoning by-laws for Planned Commercial Local (C.P.L.) areas, appears to be too high for application to the reconstituted Neighbourhood Centres.

It is therefore recommended that the U.L.I. parking indices be adopted for the parking areas to be developed by the Borough's Parking Authority. This would mean in effect that the Borough's present Neighbourhood Commercial (CN) parking requirements would be applied. In the Mimico and Long Branch Community Centres the U.L.I. standards of 5.5 car spaces/1000 square feet of G.L.A. would apply.

Development of the community centres should be undertaken on a comprehensive basis in conjunction with the related apartment development. Car parking for the commercial uses (which may also serve local social institutional uses in the evenings), should either be provided in structure or below grade and should be in addition to the parking provided for residential use.

#### d. Variables

Specific reasons as to why there is an imbalance of distribution of commercial uses in the Study Area were difficult to determine but certainly the large industrial undertakings in New Toronto assist its trade and it is the geographical centre of the Study Area. Caution however was exercised when considering the probable future









commercial pattern, since a number of variable factors will affect the shopping pattern of the existing population as well as the new population - which is not bound by specific shopping habits. Among the outside influences considered were:

1. The GO Transit
2. Sherway Regional Shopping Centre
3. Redevelopment below or beyond that called for in the Plan

1. The GO Transit stations represent nodes where people congregate to transfer to or from public transportation facilities. The attraction of the station can be utilized to display goods for purchase to a large number of people. At Long Branch they should be restricted to the pedestrian concourse and level leading to the major commercial residential development on the South side of Lakeshore Boulevard. On the other hand, the Mimico station and facilities should be of modest dimensions with related convenience commercial uses i.e. restaurant, newstand etc., due to location and access problems.

Shopping centres in association with transportation nodes are often successful, for example at Eglinton Subway station. However, in the Study Area commercial uses at the GO Transit stations may affect the trade in other parts of the Area, especially in New Toronto.

2. The probable construction of the Sherway Regional Shopping Centre with the strong attraction of its department store will influence the Study Area commercial uses. Shoppers are attracted to the large centres by the wide range of goods, longer opening hours, and associated entertainment facilities. The Study Area is within a twenty minute automobile trip distance from the site of the Sherway Centre at the junction of Q.E.W. and Highway No. 27, and it has been estimated the reduction in shopping within the Study Area is likely to be an overall 10%.
3. Possible redevelopment of a large industrial plant in the New Toronto area, which may be rezoned to residential uses, has been considered in the Plan. The major effect of this redevelopment would be in the allocation of school sites, but it would also assist local trade to the commercial area in New Toronto. On the other hand, if the Metro Waterfront Plan were not implemented, there would be a depreciating effect on development in the area in general, but most particularly in Mimico.

These influences tended to cloud the already difficult problem of commercial uses in the Study Area, and in order to ascertain their impact with more certainty it will be necessary to conduct a shopping survey at 5 year intervals or at the time of a major rezoning proposal.



LAKESHORE STUDY  
MIMICO CENTRE - LOOKING NORTH 2000  
BOROUGH OF ETOBICOKE



## SUMMARY

The Plan proposes a new Civic design form in the Study Area - that of the consolidated neighbourhood commercial core surrounded by its immediate consumers, with larger community centres (offering a wider range of choice) in strategic locations, the whole being under the "umbrella" of the regional centres.

The Study has indicated that certain changes to existing Borough Zoning By-laws would be required in order to permit a mixture of residential/commercial uses in the community centres. This would include the establishing of Parking Index as a by-law standard i.e. expressing the "number" of spaces required per 1000 square feet of "Gross Leasable Area", and the use of Floor Area Ratios (F.A.R.) in a revised or new Comprehensive Zoning By-law.

Areas for development were not necessarily proposed because they are in poor condition, they have rather been considered from the aspect of shopping "convenience", implementation being carried out by the individual owners under a system of Development Standards and Controls as sites become ripe for redevelopment. A "Norwich" type of storefront facelifting along the length of the Lakeshore Boulevard

commercial strip is inappropriate and would not resolve the basic problems of the area.

A municipal Parking Commission or Authority should be established under the Municipal Act. Parking for reconstituted neighbourhood centres would be developed on a local improvement basis. Future commercial development would be permitted the alternative of providing a cash-in-lieu contribution where municipal parking facilities could be provided.

The concentration of commercial areas into the neighbourhood centres indicated can begin immediately; but some Municipal assistance will probably be required in the assembly of land for development of the community centres in Long Branch and Mimico. Furthermore, the development of these centres should be phased so that the impact of the completed Sherway Centre on the Lakeshore shopping pattern can be assessed. This may be most readily accomplished at the time of the first five year Official Plan Review. Prospective developers would be unwise, and probably unwilling to proceed until the new shopping pattern (evolving from the neighbourhood centres outlined in the Plan and the Sherway Regional centre) has been established.

## C.7 EDUCATIONAL FACILITIES

Educational facilities within the Study Area are under the jurisdiction of the Etobicoke Board of Education which deals with public schools, and the Metropolitan Separate School Board which deals with Roman Catholic or Separate schools.

### 1. EXISTING EDUCATIONAL FACILITIES (Figure 20)

Facilities are generally adequate to accommodate the existing number of school children; any increase in the number of children will require that new classrooms be added.

#### a. Existing Public Schools

There are nine existing public primary schools within the Study Area. Queen's Court has also been included in the calculations since it draws many of its pupils from within the Area. Under the existing grading structure the primary schools accommodate children from kindergarten to grade eight. Grades nine to thirteen are accommodated in two secondary schools, Mimico High School and New Toronto Secondary School.

Many schools have inadequate site areas - below the standard recommended

by the Etobicoke School Board, and certain older schools require the updating of their facilities. The following Table lists public schools by age, grade, acreage and enrollments:

TABLE NO. 17

EXISTING PUBLIC SCHOOL SYSTEM: ETOBICOKE BOARD OF EDUCATION

SECONDARY SCHOOLS

	<u>Completed</u>	<u>Grades</u>	<u>Acreage</u>	<u>Enrollment</u>
1. Mimico High School	1923-61	9-13	5.1	1,123
2. New Toronto Secondary School	1952-61	9-13	5.9	1,100
Total			11.0	2,223

PRIMARY SCHOOLS

A. Mimico

1. John English	1958	K-8	3.9	782
2. David Hornell	1961	K-6	3.7	364
3. George R. Gauld	1922-59	K-6	3.9	339
3A Queen's Court	1953-54	K-6	3.2	230
Total			14.7	1,715

B. New Toronto

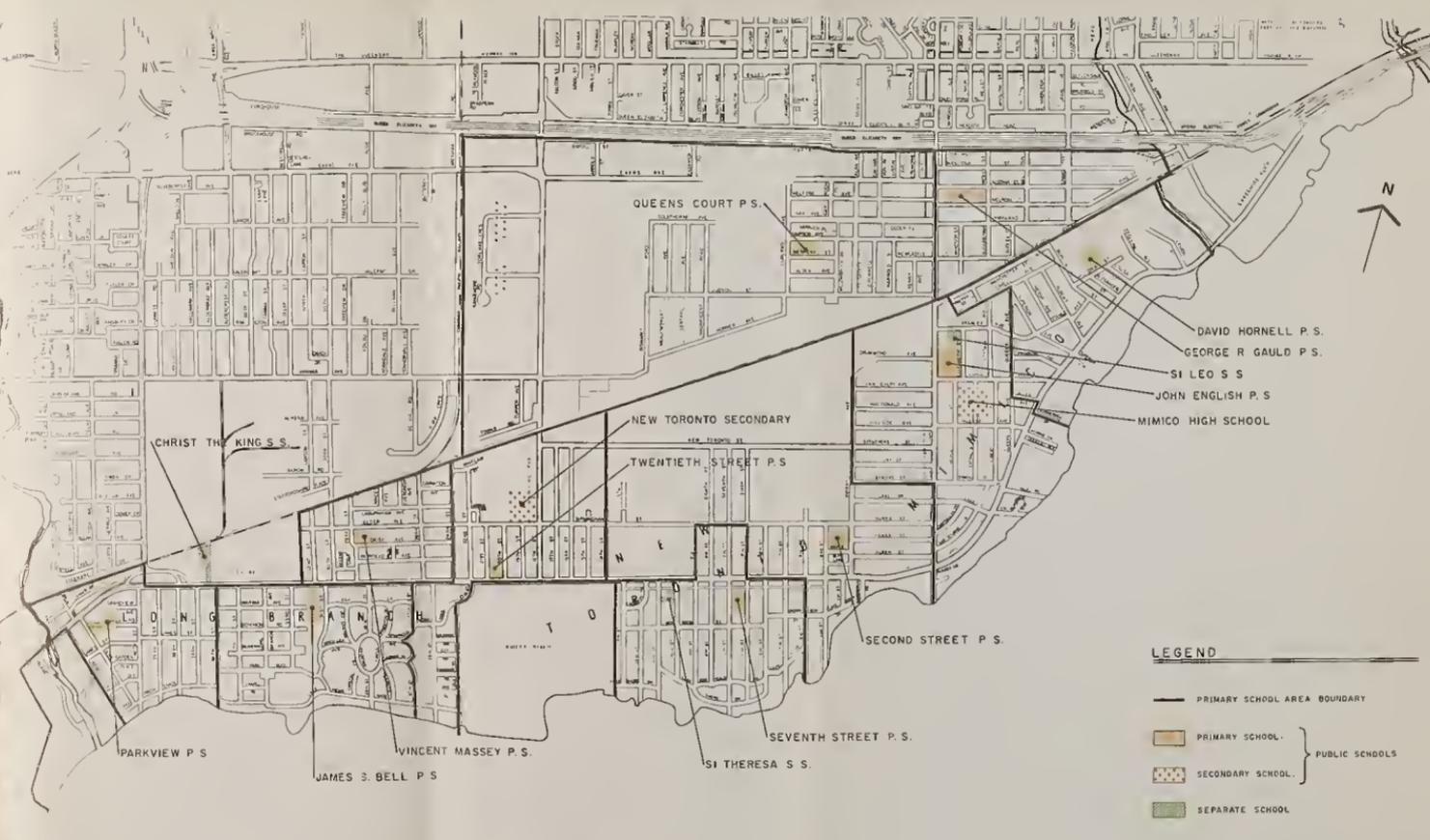
4. Second Street	1950-59	K-8	3.4	668
5. Seventh Street	1922-56	K-6	2.3	505
6. Twentieth Street	1920-59	K-6	2.3	503
Total			8.0	1,676

C. Long Branch

7. Vincent Massey	1929-55	K-6	2.3	356
8. James S. Bell	1914-54	K-8	2.7	718
9. Parkview	1959	K-6	2.6	394
Total			7.6	1,468

STUDY AREA TOTAL - EXISTING

41.3 7,082



**LEGEND**

- PRIMARY SCHOOL AREA BOUNDARY
- PRIMARY SCHOOL. } PUBLIC SCHOOLS
- ▤ SECONDARY SCHOOL. }
- SEPARATE SCHOOL



b. Existing Separate Schools

There are three separate schools within the Study Area:

TABLE NO. 18

	<u>Grades</u>	<u>Acreage</u>	<u>Enrollment 1967</u>
1. Christ The King	K-8	2.5	395
2. St. Teresa's	K-8	1.2	480
3. St. Leo's	K-8	<u>2.5</u>	<u>650</u>
Total			

The grading structure is similar to the public school grading in that the schools accommodate kindergarten to grade eight. For higher grades children may attend Separate High Schools or are accommodated within the Public School System.

2. SITE STANDARDS: ETOBICOKE SCHOOL BOARD

The following standards are recommended by the Etobicoke School Board for public schools under the new grading structure of Junior, Middle and Secondary Schools:

Primary Schools

Junior K-5 Grades:

6 ac. with park adjacent  
8 ac. without park

Middle 6,7,8 Grades:

10 ac. with park adjacent  
12 ac. without park

Secondary Schools

9-13 Grades:

15 ac.

### 3. PROPOSED EDUCATIONAL FACILITIES (Figure 21)

Existing schools in the Study Area do not meet the standards recommended and during the course of the study it became clear that achievement of the recommended standards would involve the Municipality and the Metropolitan School Board in too great an expense to be practicable. The Plan proposals represent a compromise solution. Where possible, existing schools should be expanded and the choice of location and structural type of new schools required should be considered from the standpoint of cost feasibility. The majority of new schools proposed in the Plan are located on filled land which will probably prove a cheaper expedient than the acquisition of existing land and buildings. Site acquisition and building costs are considered under Chapter C.11 "Municipal Services & Expenditure". In addition, it is recommended that certain junior schools be integrated within apartment development at grade level with an exterior playground. This is a new concept and may involve the Etobicoke Board of Education in certain modifications to its policy. However, the proposal should be seriously considered since it would enable the Board to buy land and lease-back the air rights for apartment development allowing the Board to obtain a substantial return to offset capital expenditure.

As a means of calculating the probable number of school children requiring accommodation at full implementation of the Plan, a set of criteria was obtained from the Etobicoke Board of Education. These criteria establish the "Theory of Perfect Distribution".

a. The Theory of Perfect Distribution

A theoretical perfect distribution of school children in any given population will amount to:-

- |                    |   |
|--------------------|---|
| Public Schools:-   | <ul style="list-style-type: none"> <li>- 17.5% of the population for Primary Schools of which               <ul style="list-style-type: none"> <li>2/3 are of Junior School age K-5 grades,</li> <li>1/3 are of Middle School age 6, 7, 8 grades</li> </ul> </li> <li>- 7.2% of the population for Secondary Schools 9-13 grades</li> </ul> |
| Separate Schools:- | equivalent to 25% of the Primary School population  |

These Percentages Include:-

- the possibility of O.H.C. Development in renewal areas with a higher than average child yield.
- an allowance for children requiring "special education".

b. Theoretical Number of School Children Under the Plan

Given a population increase of 38,500 persons by the Year 2000 the number of children in primary, secondary and separate schools at full implementation of the Plan has been estimated as:

TABLE NO. 19

	<u>Existing No. of Children</u>	<u>Increase in No. of Children</u>	<u>Total No. of Children</u>
<u>Primary Schools</u>			
Junior (K-5 grades)	3,240	4,500	7,740
Middle (6,7,8 grades)	1,620	2,300	3,920
	4,860	6,800	11,660
<u>Secondary Schools</u>			
(9-13 grades)	2,223	2,800	5,023
<u>Separate Schools*</u>			
(K-8 grades)	1,525	1,700	3,225
STUDY AREA TOTAL	8,608	11,300	19,908

c. Proposed School Accommodation Under the Plan

Existing public schools have been enlarged where possible (see Figure No. 21) having regard to increased population in the immediate vicinity of the school. The following Table enumerates proposed grades, existing and proposed acreage, and total acreage of each public school:

PROPOSED ENLARGEMENT OF EXISTING PUBLIC SCHOOLS

	<u>Proposed Grades*</u>	<u>Existing Acreage</u>	<u>Proposed Additional Acreage</u>	<u>Total Acreage</u>
<u>SECONDARY SCHOOLS</u>				
1. Mimico High School	9-13	5.1	5.0	10.1
2. New Toronto Secondary School	9-13	<u>5.9</u>	<u>6.5</u>	<u>12.4</u>
Total Secondary Schools		11.0	11.5	22.5
<u>PRIMARY SCHOOLS</u>				
<u>A. Mimico</u>				
1. John English	6,7,8	3.9	0.5	4.4
2. David Hornell	K-5	3.7	3.3	7.0
3. George R. Gauld	K-5	3.9	0.5	4.4
3A Queen's Court	K-5	<u>3.2</u>	-	<u>3.2</u>
		14.7	4.3	19.0
<u>B. New Toronto</u>				
4. Second Street	K-5	3.4	-	3.4
5. Seventh Street	K-5	2.3	2.7	5.0
6. Twentieth Street	& 6,7,8 K-5	<u>2.3</u>	<u>1.3</u>	<u>3.6</u>
		8.0	4.0	12.0
<u>C. Long Branch</u>				
7. Vincent Massey	K-5 & 6,7,8	2.3	3.8	6.1
8. James S. Bell	6,7,8	2.7	0.7	3.4
9. Parkview	K-5	<u>2.6</u>	<u>0.8</u>	<u>3.4</u>
		7.6	5.3	12.9
<u>STUDY AREA TOTAL - PROPOSED</u>		<u>41.3</u>	<u>25.1</u>	<u>66.4</u>

\*Three Tier Grade Structure - Junior K-5  
 - Middle 6,7 & 8  
 - Secondary 9-13

d. New Public Schools Proposed Under the Plan

The Plan indicates a large increase in population in the former Mimico waterfront area. The existing schools are either too far removed from the development for a reasonable walking distance or can only be enlarged to accommodate the increase in children at great expense. It is also anticipated that a new junior school is required in the former Long Branch area. It is recommended therefore, that the following new Public Schools be constructed to accommodate the increase in school children (the numbers are keyed to Figure 21):

TABLE NO. 21

Mimico

1.	Secondary & Middle School  (on filled land to the rear of proposed commercial/residential development.)	Grades 9-13 Grades 6,7,8	Two buildings on opposite ends of site, sharing common playing field.	15 ac.
2.	Junior School (Humber Bay area)	Grades K-5	Integrated with apartment development at grade level Exterior Playground	2 ac. <u>3 ac.</u> 5 ac.
3.	Junior School (N.of Superior Ave)	Grades K-5	Integrated with apartment development at grade level Exterior Playground	2 ac. <u>3 ac.</u> 5 ac.

Long Branch

4.	Junior School (adjacent to Birch Park)	Grades K-5		4 ac.
Total Land Requirement for New Public Schools Proposed Under The Plan				<u>29 ac.</u>



**LEGEND**

	PRIMARY SCHOOL	} PUBLIC SCHOOLS
	SECONDARY SCHOOL	
	SEPARATE SCHOOL	



e. Proposed Separate School Facilities Under the Plan

The exact requirement for Separate School accommodation is difficult to estimate since ethnic and social origin of the population increase will dictate Separate School demand. The Theory of Perfect Distribution therefore is the only guide available. Accordingly it is recommended that the following separate school facilities be provided (the letters A and B refer to school sites shown in Figure 21):

TABLE NO. 22

EXISTING & PROPOSED SEPARATE SCHOOLS

<u>Existing Separate Schools</u>	<u>Grades</u>	<u>Acreage</u>	<u>Proposed Number of School Children</u>
Christ The King (site to be rezoned for industrial use; children are therefore redistributed.)	-	-	-
St. Teresa's (site difficult to enlarge)	K-6	1.2	485
<u>Proposed Separate Schools</u>			
A. New Lakeshore School (adjacent to Norris Cres.)	K-6	5.0	700
B. New Composite School (use of Lakeshore Teacher's Training College and part of Ontario Hospital site.)	K-6, 7, & 8	15.0	1,390
Total		<u>23.7</u>	<u>3,225</u>

The New Composite Separate School (B) is shown on the site of the Lakeshore Teacher's Training College and part of the Ontario Hospital Site. This location has been chosen since it is possible the Teacher's Training College will be removed from the Lakeshore Area at some future date and relocated in association with one of the Universities. It is recommended therefore that the Metropolitan Separate School Board enter negotiations with the Ontario Department of Education to establish a possible date for relocation.

This section of the report has only dealt with the education of children, since the demand for schools is a basic requirement of the Plan. Adult education and the provision of nursery schools are, however, important in the social context of the Plan. Nursery schools are usually privately administered and operated at present. It is recommended that the Municipality allow them as a permitted use within multiple residential development and also encourage the incorporation of day care centres within apartment complexes. Such a scheme would not only assist developers in reducing vacancy rates but assist the Borough in the control of nursery school distribution.

Adult education is increasing and it is strongly recommended that the Etobicoke Board of Education allow the wider use of these costly school facilities for adult education and leisure activities particularly in view of the shortage of parks and recreation space, in the area.



## C.8 PARKS & RECREATION

An assessment of existing parks, playgrounds, and recreational facilities has been conducted by utilizing accepted standards.\* Provision of park land according to these standards would theoretically achieve "ideal distribution" of open space within any given community. It has not been recommended however, that these standards be strictly adhered to due to the large municipal expenditure and planning problems which would be involved and which would make complete adoption uneconomic and impractical. Open space proposals have been based upon the Horizon Year population and the Metro Waterfront Plan; the disposition of parks and the implementation of proposals being considered primarily from the standpoint of feasibility.

\* "Standards and Definitions of Terms used in the Planning of: Public Parks, Public Recreation Areas and Public Recreation Structures"

Community Programs Division, Ontario Department of Education.

## 1. EXISTING FACILITIES

There are three denominations of parkland within and adjacent to the Study Area:

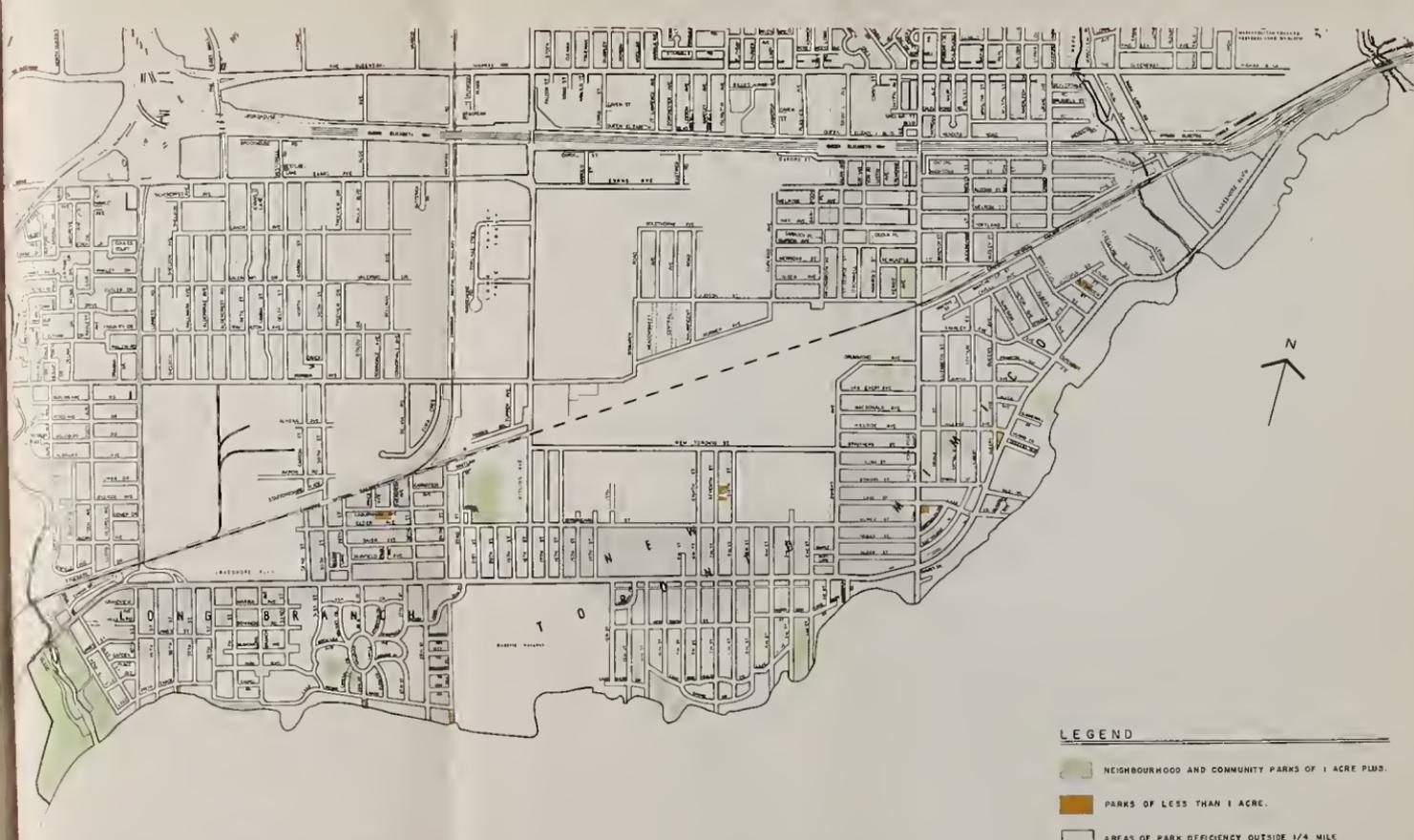
- (a) Neighbourhood Playgrounds
- (b) Community Parks
- (c) Regional Parks

The accompanying illustration "Existing Parks and Recreations", Figure 22, shows the disposition of existing parks within the Study Area while the relationship of the present population to parkland acreage is expanded in the text.

### a. Neighbourhood Parks

There are 15 existing neighbourhood playgrounds totalling approximately 43 acres scattered throughout the Study Area. The accepted standard for neighbourhood playgrounds is one acre per 1000 persons disposed to permit a maximum of 1/4 mile walking distance and serve 5000 persons.

Taking the existing Study Area population as 46,000 there is a deficit of three acres of parkland. Parks are also poorly distributed



- LEGEND**
- NEIGHBOURHOOD AND COMMUNITY PARKS OF 1 ACRE PLUS.
  - PARKS OF LESS THAN 1 ACRE.
  - AREAS OF PARK DEFICIENCY OUTSIDE 1/4 MILE WALKING DISTANCE.



relative to population densities and walking distance. However, "ideal" distribution of neighbourhood playgrounds within the Study Area is precluded, except at great expense due to the characteristics of the area, such as the completely developed shoreline. Intensive land use and the location of land used for industrial purposes make the siting of new local parks both expensive and awkward. Neighbourhood parks of less than 1 acre were local in nature and considered to be ineffective in serving anything but the immediate area as a "sitting-out" area.

#### b. Community Parks

The accepted standard for community parks is two acres per 1000 persons. Within and adjacent to the Study Area, there are two parks which are of sufficient size to be considered community parks. These are Marie Curtis Park (which at present is a Metropolitan Park) and Etobicoke Valley Park adding to an approximate total of 75 acres.

Taking the existing population south of the Q.E.W. as 65,000, there is a deficit of 55 acres, with no provision for the central and eastern sections of the Study Area.

One large central and easily accessible community park would serve the whole of Metro District 7, South of the Q.E.W., providing a wide range of facilities including those for minority groups and which would become the focus for socio-recreational interaction.

#### c. Regional Parks

The Humber Valley Park is the main regional park adjacent to the Study Area, and is primarily a passive facility serving a large population.

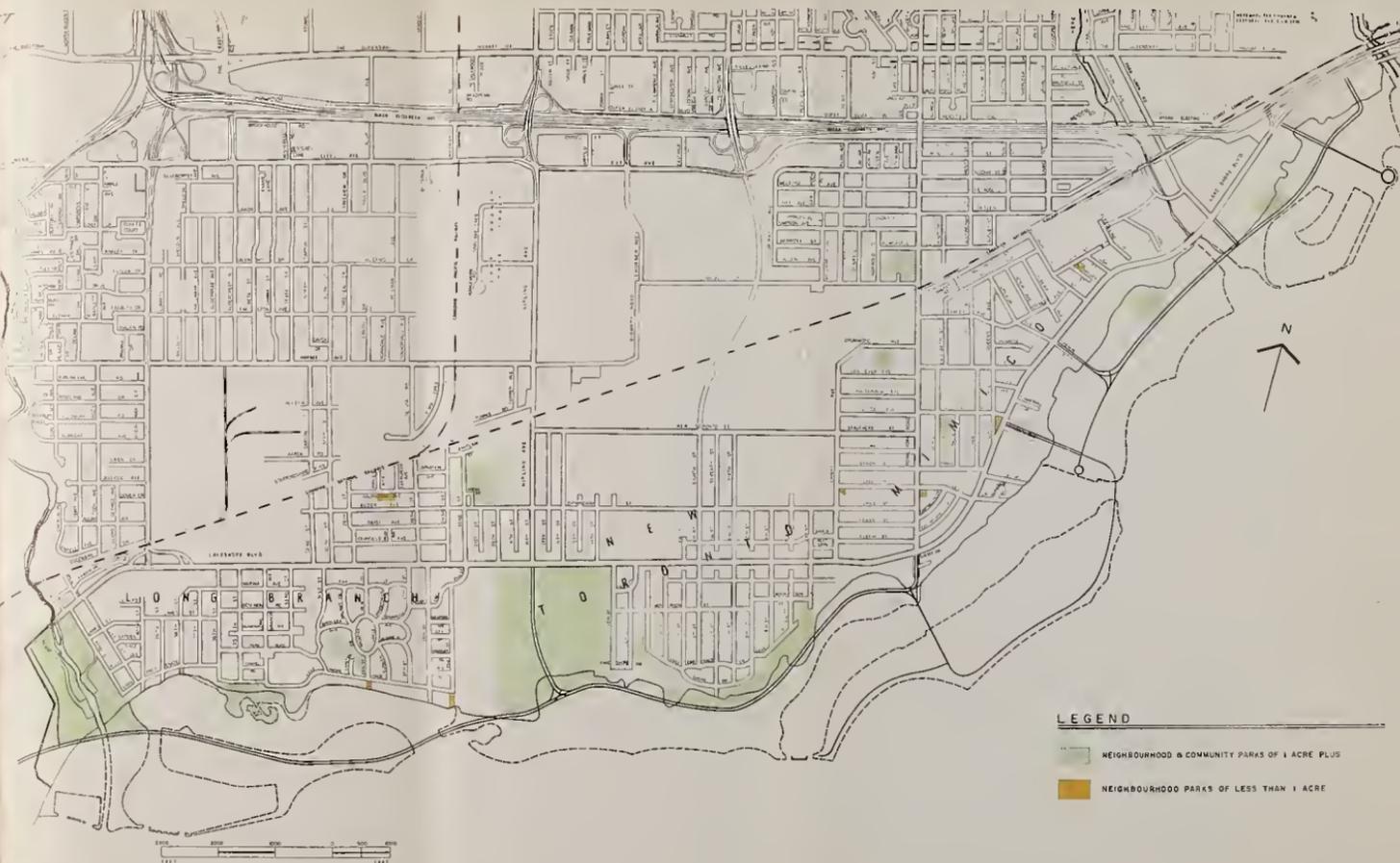
## 2. PROPOSED FACILITIES

Facilities to be provided under the Plan have been considered from the standpoint of feasibility.

Figure 23 shows the proposed neighbourhood playgrounds and community parks integrated with the Metropolitan Waterfront Plan concept.

#### a. Neighbourhood Parks

The enlargement of existing parks in proportion to the population increase, is not recommended due to the high cost of land



**LEGEND**

- NEIGHBOURHOOD & COMMUNITY PARKS OF 1 ACRE PLUS
- NEIGHBOURHOOD PARKS OF LESS THAN 1 ACRE



acquisition and the shortage of housing. A more practical alternative, considering the characteristics of the existing development, is to utilize land proposed in the Metropolitan Waterfront Plan made available by filling into the lake. Land north of the Scenic Drive should be considered for neighbourhood parks. Two parcels of land (inclusive of Rotary Park and Prince of Wales Park) totalling 32 acres are located between 2nd and 12th Streets and between 31st Street and 36th Street. A further 10 acres are proposed on two sites related to the Waterfront in eastern Mimico to be developed in the centre of apartment superblocks adjacent to school sites.

In the balance of the Study Area it is recommended that the neighbourhood parks remain as existing with two exceptions; Amos Waites Park which has been included in land rezoned for commercial and residential use in the Mimico community commercial/residential core. However, it might be retained as a small neighbourhood park - though it would not be in an optimum location for this purpose. New Toronto Memorial Park has been reconstituted to allow for the expansion of New Toronto Secondary School.

#### b. Community Parks

There is a need for a centrally located park serving the area south of

the Q.E.W. It is recommended that the Ontario Hospital be relocated in an institutional complex elsewhere, leaving this important central site of approximately 80 acres to be used as the main community park. Group facilities can be provided in this site which the Plan population will require. (a list of recreational facilities criteria - related to population is included in the Appendix.)

In the design concept of the site we have shown provision for the following activities:

- tennis courts
- baseball diamond
- football field
- track and field
- lawn bowling
- ice rink
- indoor/outdoor pool
- passive recreation

The Recreational Building Complex Should Include:

- a small auditorium
- craft rooms
- club and meeting rooms
- indoor pool
- ice skating and curling rinks
- locker rooms
- administrative offices

Surface parking areas are related to the various sections and activities proposed. In addition to providing a social core area, the site will provide a physical break in development along the Lakeshore and afford direct access to the waterfront scenic drive, as well as a focal point for the entire area.

The other main community park, Marie Curtis Park, is enlarged and is intended to continue as a passive area with camping facilities related to Etobicoke Creek.

#### c. Regional Parks (Waterfront Plan)

The Metropolitan Plan (December 1966) established a minimum standard of 5 acres of regional parkland per 1000 persons in Metropolitan Toronto, and a further standard of  $7\frac{1}{2}$  acres of parkland per 1000 persons in the Metropolitan Planning Area. It is likely that the standard of 5 acres per 1000 persons will be achieved but the bulk of regional parkland will probably be in the eastern portion of Metropolitan Toronto.

The Etobicoke sector of the Waterfront Plan provides for some 500 acres of parkland which can be considered for regional use - sufficient to meet the minimum standard advocated in the Metropolitan Plan.

### 3. IMPLEMENTATION

#### a. Areas of Redevelopment

The areas of open space surrounding high rise redevelopment sites can be linked physically by footpath systems to the nearest parks and primary schools on a neighbourhood basis; providing opportunities for imaginative layout and an improved environment. The footpath system should be designed comprehensively having regard to amenities, furniture and sign posting particularly at road crossings. Special design attention should be paid to areas of high child yield such as Ontario Housing sites.

#### b. Sub-Division

Areas of development should be divided into large parcels based upon assembly with a corresponding draft plan of sub-division. The integration of open spaces can then be based upon sub-division, with bonus densities providing an incentive to developers.

#### c. Land Purchase

Financing for the purchase of land for parks could then be achieved in part through:

- 5% land provision in the Planning Act
- monies received in lieu of 5% lands

- monies allocated for the purpose in the Municipal Budget
- donations, gifts, and bequests of land and/or monies

d. Co-operation With the Education Authority

To provide recreation facilities in areas of park deficiency particularly north of Lakeshore Boulevard, negotiations should be undertaken to utilize games areas and buildings out of school hours.

SUMMARY

The proposals contained in the Plan represent a compromise solution since public policy (in the Consultants opinion) would not support nor would large scale demolition of existing housing to provide for the creation of neighbourhood parks in optimum locations be justified. A large, centrally located, park would provide scope for a variety of community facilities while the schools, supplemented by neighbourhood and regional parks would accommodate both juvenile, active and passive activities.

While it is anticipated that the Waterfront Plan will ultimately be implemented by Metropolitan Toronto or another Senior level of government, (providing regional parkland in some form), it is recommended

that the Borough of Etobicoke approach the Provincial Government at the earliest opportunity to secure the Ontario Hospital site. This valuable addition to the Study Area's recreational assets would form a central park recreational core for development of the entire Plan.

Another site as well placed in the centre of the Study Area could not be found.

## C 9. ROADS & TRAFFIC

The objective of this portion of the study was to integrate the local road and transportation networks within the Lakeshore Study area, with primary regard to the major street system; the extension of Islington Avenue; the connection of Kipling and Islington Avenues to the Queen Elizabeth Way; and the integration of the GO Transit and T. T. C. systems.

Roads and traffic in and adjacent to the Study Area have been considered in the following sequence:

1. Current Street System
2. Traffic Analysis
3. Truck Route
4. Humber Crossing
5. Recommended Street System

### 1. CURRENT STREET SYSTEM

The Current Street System shown in Figure 24, is the responsibility of three administrative bodies;

- Ontario Department of Highways (DHO)
- Metropolitan Toronto
- Etobicoke

These bodies have already considered certain improvements to the road system within and adjacent to the Study Area, the majority of which have been incorporated in the Recommended Street System Figure 33. Analysis, however, indicates that the current street system with these improvements would not accommodate the Horizon Year population and associated traffic volumes satisfactorily.

## 2. TRAFFIC ANALYSIS

The validity of the Preliminary Land Use Plan was checked by using the results obtained from Transportation studies carried out by Metro Toronto Planning Board and M.T.A.R.T.S. for the year 1980, and from the findings obtained from the Empiric Land Use Model used in Boston. Testing of the ability of the proposed road network to accommodate existing and anticipated flows was based upon an analysis of the results of these studies and adjustments made to account for proposed changes from 1980 to the Year 2000. The results were analysed, deficiencies determined and the Land Use Plan and traffic network were subsequently adjusted.

Land use and traffic pattern analysis was based upon assumptions as to the population level and employment potential of the Study Area by the year 1980 (partial implementation of the Plan) and by the Year 2000, the Horizon Year (full implementation of the Plan). The traffic study was

based on an assumed distribution of population and employment in the Study Area in accordance with the proposed Land Use Plan, and indicates the traffic volumes to be expected by the 1980 and by Horizon Year 2000.

Programming of road proposals, to accommodate the future traffic growth indicated, has been established with regard to these time periods. A full list of tentative road proposals is contained in Section C 12, "Implementation". Construction priorities, however, should be related to actual population and employment growth before 1980 checked by traffic counts in the field, and improvements required to stimulate private development.

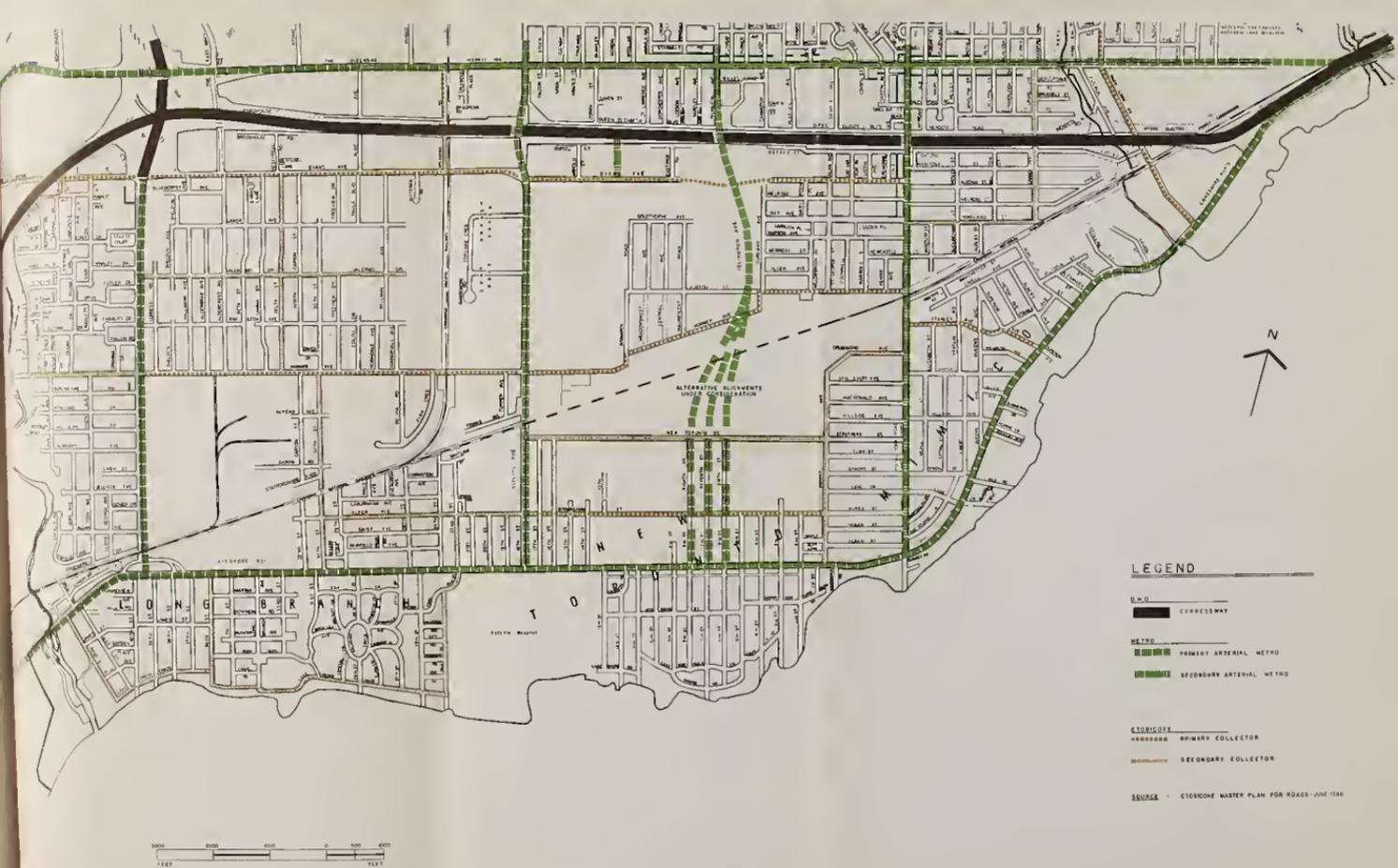
Each of the following subsections refers to a specific diagram of the road network. A comparison of anticipated volumes with the Capacities of the Preliminary Plan (based on the current street system) yielded the Deficiencies. Solutions are recommended for these problem areas.

a. Capacities - Preliminary Plan (Figure 25)

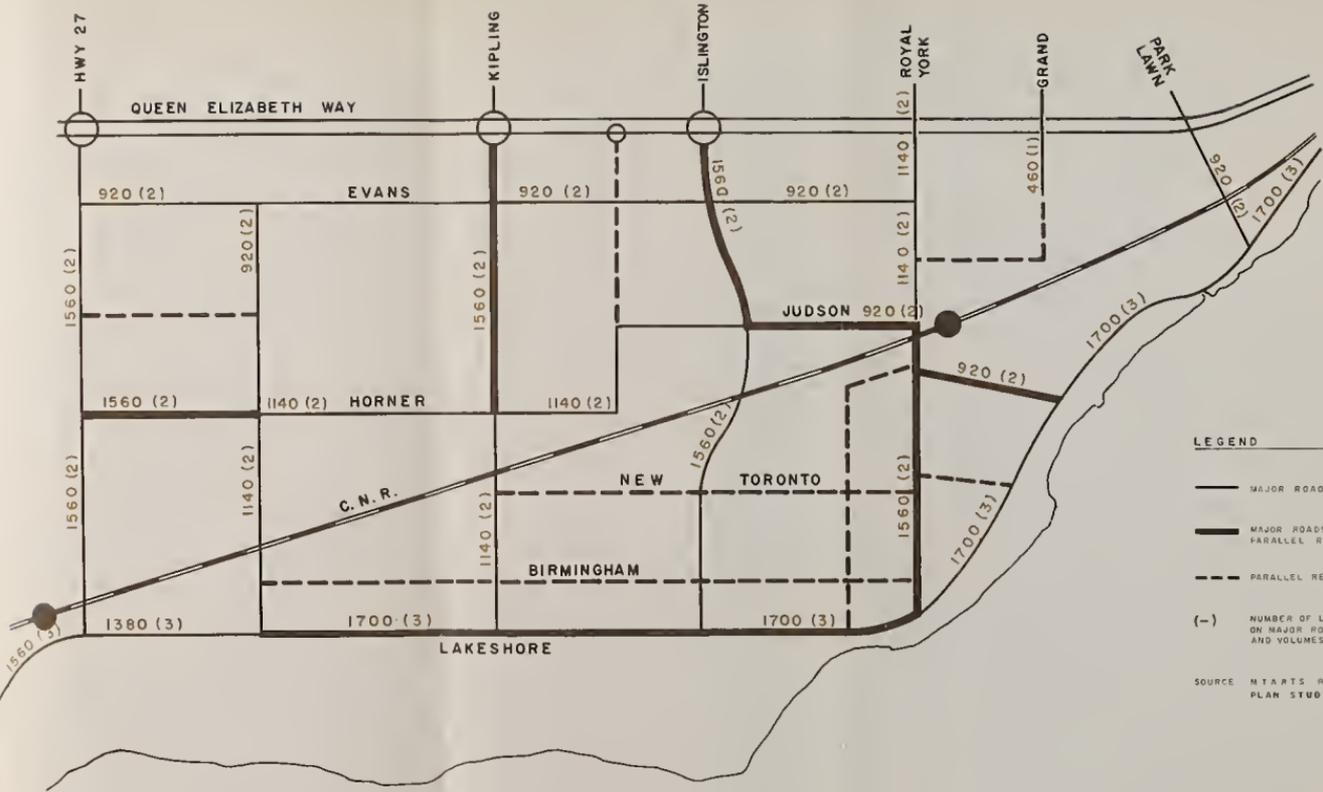
The Preliminary Plan utilized for the Traffic study took into account road proposals anticipated by the relevant Metropolitan and Etobicoke traffic department, i.e., the widening of Arterials and Primary Collectors to their presently foreseeable limits, or their classification standard.

The diagram shows the number of lanes possible in each direction on all major roads south of the Q.E.W. and their estimated hourly vehicle capacities. The capacity of some road sections (shown denoted by a thick line) take into account supporting parallel relief roads (shown with a dashed line). Thus, more than one road serves a narrow travel corridor - e.g., the Lakeshore Boulevard East-West corridor between Royal York Road and Kipling Avenue is also served by Birmingham and New Toronto Streets. These roads not only serve the development north of Lakeshore Road directly, but they also tend to relieve the major through road of some traffic in this particular section.

It is not intended to make proposals based upon the Preliminary Plan but rather to indicate the volumes that might be achieved.







**LEGEND**

-  MAJOR ROAD
-  MAJOR ROADS WITH SUPPORTING PARALLEL RELIEF ROADS
-  PARALLEL RELIEF ROAD
-  (-) NUMBER OF LANES IN EACH DIRECTION ON MAJOR ROADS PROPOSED BY 1990, AND VOLUMES ACCOMMODATED

SOURCE: N.I.A.R.T.S. REGIONAL TRANSPORTATION PLAN STUDY



Comparison of the Traffic Volumes Year 1980 (Fig. 26) and Traffic Volumes Year 2000 (Fig. 27) with the Capacities Preliminary Plan diagram (Fig. 25) shows where congestion is likely to occur - Deficiencies 2000 (Fig. 28). The text and the Truck Route Year 2000 (Fig. 29) describe proposals to alleviate the congestion anticipated.

#### b. Volumes - Year 1980

Traffic volumes anticipated by the Year 1980 (partial implementation of the Plan) have been established with regard to three assumptions:

1. a population increase of 10,000 in the study area
2. an increase in Study Area employment from about 15,000 to 23,400
3. Queen Street subway will NOT have been constructed.

The diagram Traffic Volumes 1980 (Fig. 26) shows the estimated 1980 volumes for the P.M. peak hour of an average week-day. The figures were derived from the results of the M.T.A.R.T.S. 1980 Regional Transportation Plan Study. Adjustments were made for the higher population and employment in the Study Area and the figures factored from A.M. to P.M. peak hour traffic.

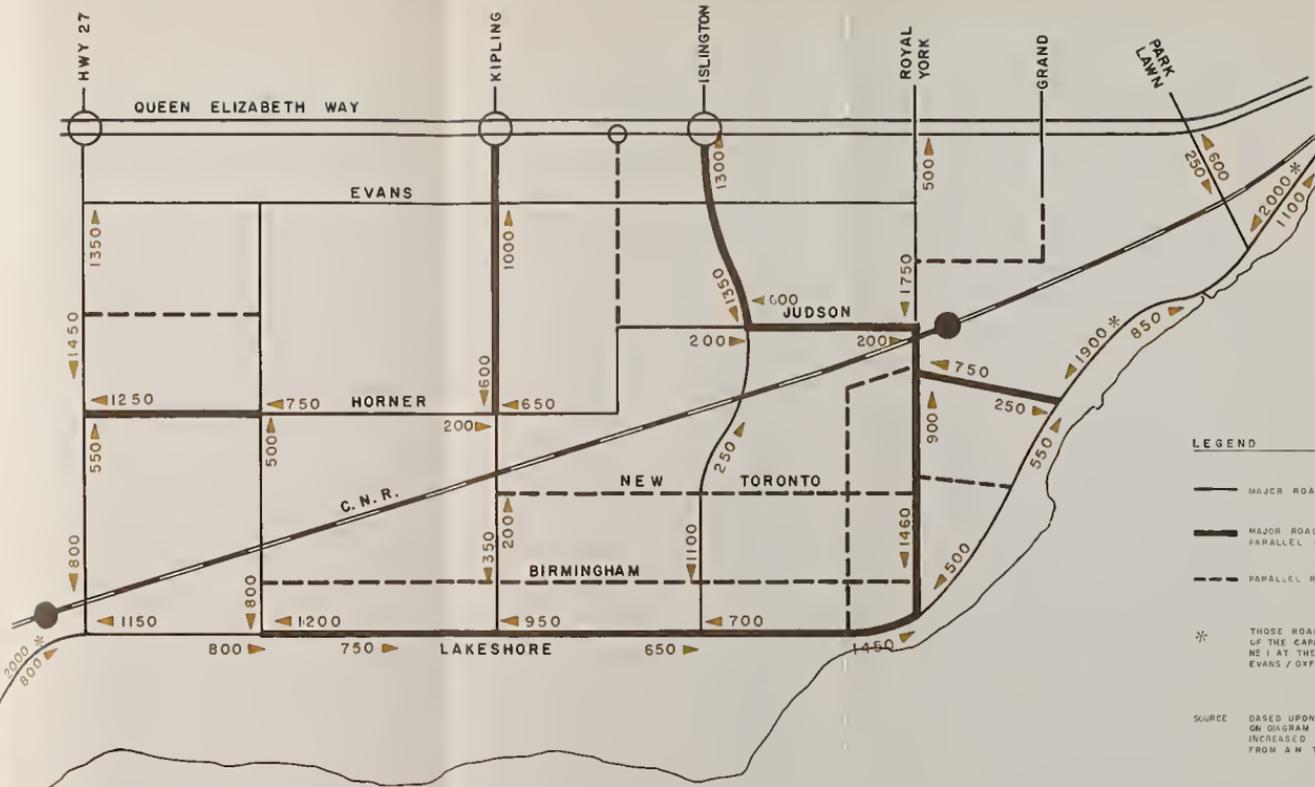
Average peak hour travel speeds of better than 20 mph are anticipated along much of the Lakeshore Boulevard.

Comparison of Capacities Preliminary Plan (Fig. 25) and Traffic Volumes 1980 (Fig. 26), however, indicates that three sections along Lakeshore Boulevard would be congested at peak periods; they are:

- i) the crossing of Etobicoke Creek
- ii) east of Superior Avenue
- iii) east of Park Lawn Road

Recommended solutions to these problems:

- i) Congestion at the crossing of Etobicoke Creek can be relieved by a six lane structure, though Highway #2 would have to be improved to six lanes west of the Creek.
- ii) East of Superior Avenue congestion is anticipated. Traffic from Lakeshore Boulevard East of the Humber and from the Q.E.W. off-ramp funnel into the narrow section of Lakeshore Boulevard east of Superior Avenue. At this point the Superior/Stanley Avenue route relieves Lakeshore Boulevard and distributes traffic westerly across Royal York Road to Judson Street. Thus, this east/west route becomes increasingly important and should be widened to four lanes early in the construction program before 1980. To help relieve the crossing of Royal York Road, it is





suggested that a six lane structure be provided between Stanley Avenue and Judson Street under the C.N.R. line.

To facilitate easier traffic flow along Lakeshore Boulevard, it is proposed to smooth the curve between Alexandra Street and Legion Road. However, this section of Lakeshore Boulevard east of the Superior/Stanley route can only be relieved by filtering off the volumes at Park Lawn Road. It is, therefore, proposed that a truck route be provided to facilitate East/West movements South of the Q.E.W., by connecting Evans Avenue with Oxford Street and crossing the C.N.R. tracks to link with Park Lawn (see section on Truck Routes for detailed description).

iii) To provide relief for the section of Lakeshore Boulevard East of Park Lawn it is proposed that a fourth westbound lane be constructed to carry westbound Q.E.W. and Lakeshore Boulevard traffic from the Q.E.W. off-ramp to Park Lawn. A filtered intersection would facilitate movement of right turning traffic along a widened section of Park Lawn up to the truck route intersection.

The construction of the Truck Route and complementary proposals may not only be justified by higher traffic volumes than expected but, is recommended for construction before 1980 as a stimulant to private development in eastern Mimico.

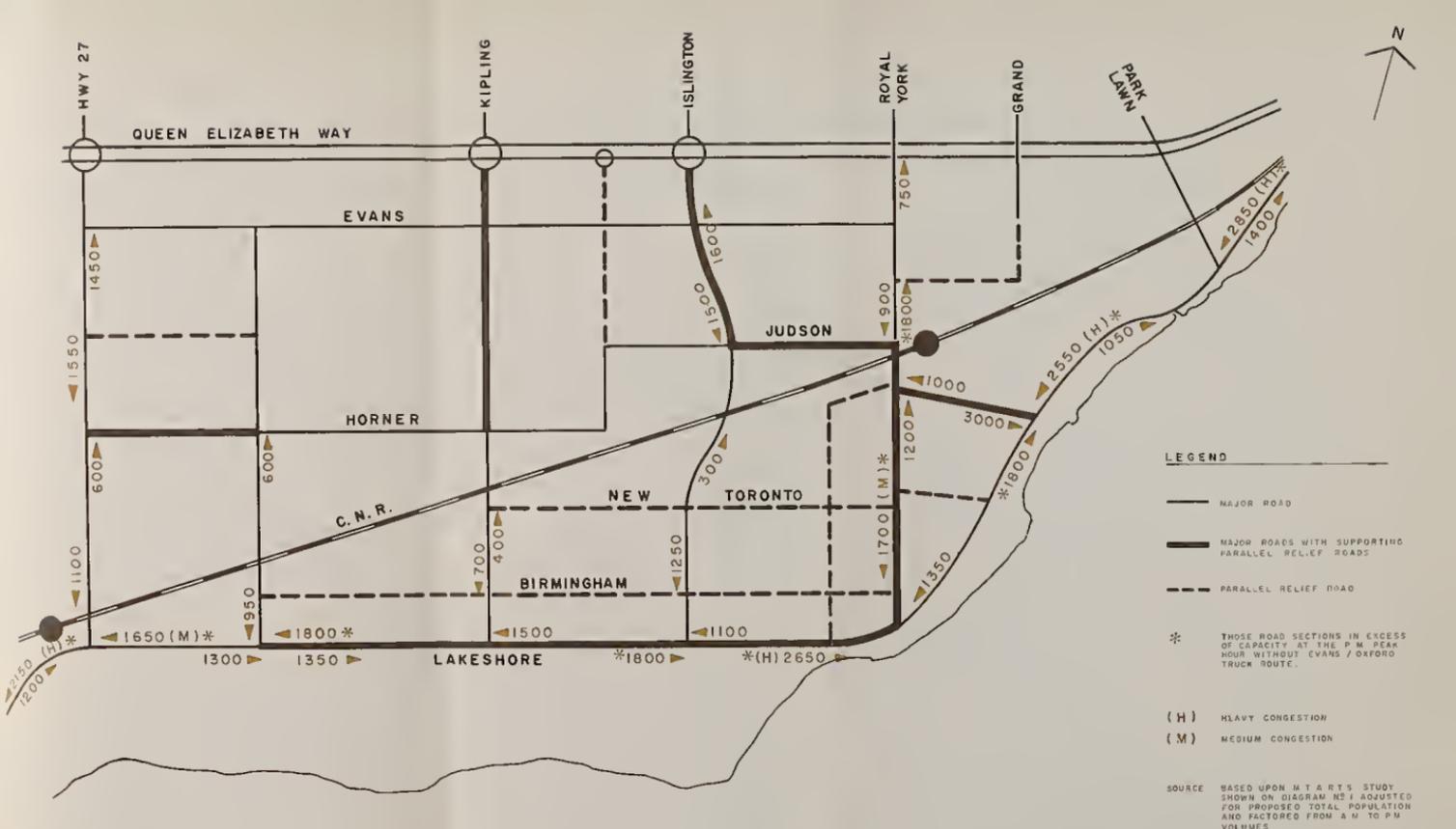
c. Volumes - Year 2000 -(without the Evans/Oxford Truck Route)

Traffic volumes anticipated by 2000: Horizon Year (or full implementation of the Plan) have been established in Fig. No. 27 with regard to four assumptions.

- i) a total population of 86,500 in the Study Area
- ii) an increase in Study Area employment from about 15,000 to 27,400
- iii) availability of the Queen Street Subway with corresponding increase in Public Transit usage of between 30 - 50% \*, which is expected to curtail the vehicle volumes that would otherwise result
- iv) an increase of about 45% in the number of all vehicle person trips generated by and attracted to the area during peak periods.

Medium to heavy congestion is likely to occur along Lakeshore Boulevard, Royal York Road and the Superior/Stanley Avenue route, the problem areas being outlined in the following subsection "d. Deficiencies Year 2000" .

\* Transit usage estimates are based upon results of the Metropolitan area transportation studies and assumptions of transit attraction features, such as GO Transit, the Queen Subway, accessibility to the bus system, and high area employment.





It is anticipated however, that the Evans/Oxford Truck Route would relieve Lakeshore Boulevard and other major routes in the area from the flows indicated in Fig. No. 29 by the Year 2000 - or full implementation of the Plan.

d. Deficiencies Year 2000

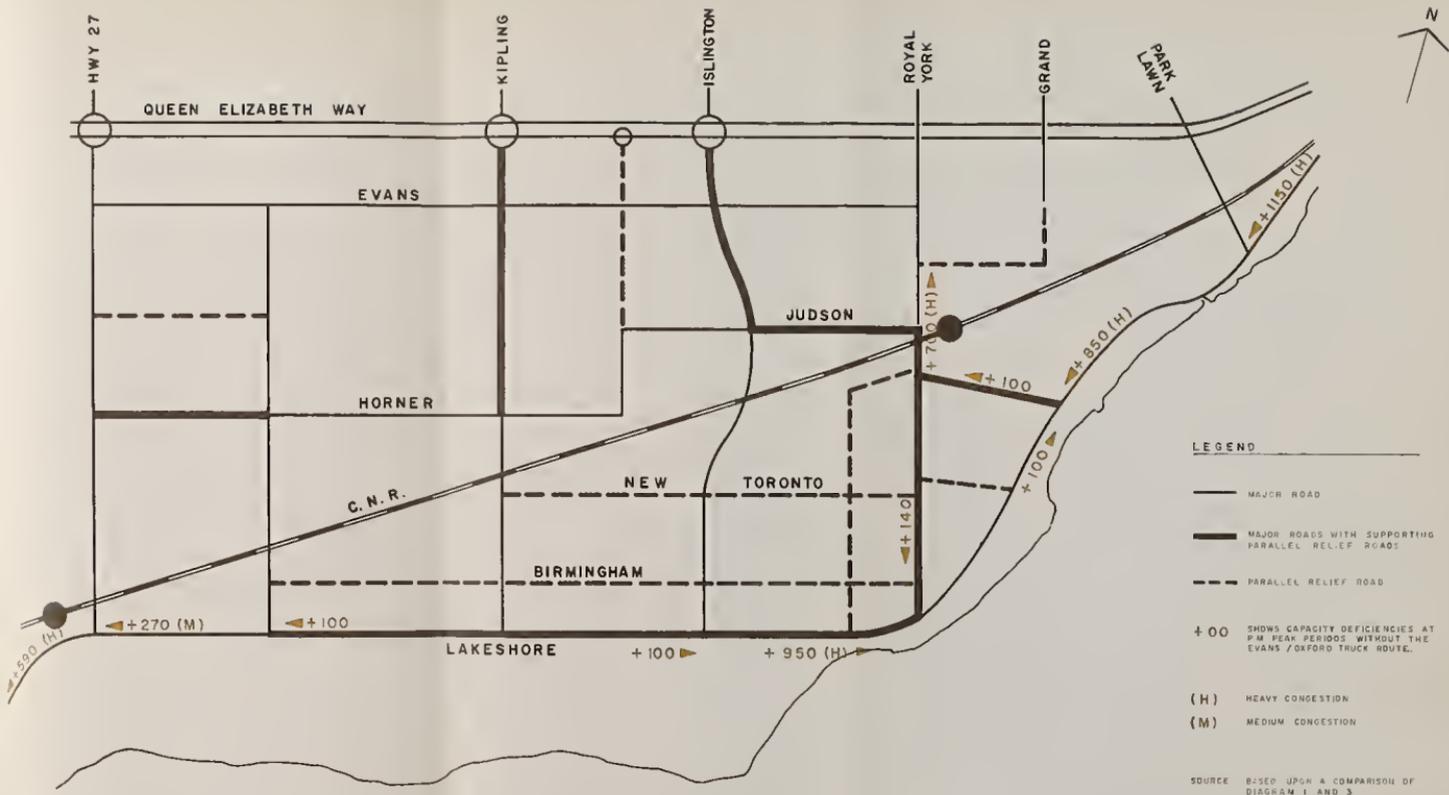
The road sections likely to be congested at peak periods without the Evans/Oxford Truck Route are apparent in Fig. No. 28. They are:

- i) the crossing of Etobicoke Creek
- ii) Lakeshore Boulevard east of Highway #27 and west of Park Lawn
- iii) Royal York Road
- iv) Superior/Stanley Avenue route
- v) Lakeshore Boulevard east of Park Lawn

Recommended solutions to these problems:

- i) The widening of the structure over Etobicoke Creek from four to six lanes should relieve the congestion at this point, though with increased traffic volumes travelling south on Brown's Line (Highway #27) and turning west onto Highway #2, this crossing and possible improvements to Highway #2 will require further study.

- ii) Lakeshore Boulevard east of Highway #27 and west of Park Lawn would be congested in some sections. These points could be eased by channelization and other localized expedients.
- iii) Royal York Road should be widened to four lanes, and with the parallel relief route of Drummond and Dwight Avenue would be overloaded. Traffic would probably detour via Birmingham Street to Islington Avenue, though congestion may consequently occur there.
- iv) The Superior/Stanley Avenue route across Royal York Road to Judson Street would be overloaded at peak periods. If traffic volumes warrant a new structure across the CNR tracks there are two alternative schemes that may be considered:
  - a. The swinging of Stanley Avenue north along the line of Vincent Street crossing the CNR tracks to junction with Royal York Road approximately 500' north of the CNR tracks. The alignment would then pass through the park and swing southwards to connect with Judson Street near Harold Street. This route would facilitate direct access to the Mimico GO Transit Station, but unfortunately would bisect the park.
  - b. The extension of Stanley Avenue North-West from its junction with Royal York Road. The alignment would cross the CNR





tracks in underpass through the old existing station site to connect with Judson Street near Harold Street.

- v) Lakeshore Boulevard west of Park Lawn would still bear a considerable amount of traffic from the funneling effect of Lakeshore Boulevard and Q.E.W. off-ramp traffic converging along this stretch. A proposal to alleviate this problem by providing a fourth west-bound lane to Lakeshore Boulevard from the Q.E.W. off-ramp to Park Lawn has been discussed in section 2.b, and is proposed for construction before 1980. Construction of the Evans/Oxford Truck Route before the Year 1980 is recommended and Fig. No. 29 indicates the relief that it would facilitate by the Year 2000.

A further analysis of the projected value of the route is discussed in the next subsection.

### 3. TRUCK ROUTE

The Truck Route would function as an industrial feeder and relief route for Lakeshore Boulevard and other major routes.

#### a. Existing Truck Traffic

Trucks presently comprise from 11 - 16 percent of peak period traffic volumes and 15-20 percent of off-peak traffic volumes; about 50% of trucks are heavy vehicles exceeding three tons.

The Metropolitan Toronto and Region Transportation Study conducted a survey of the number of trucks on major road and their percentage of total all day traffic in 1964. Figure No. 30 indicates an above average percentage of trucks using the arterial roads of Lakeshore Boulevard, Royal York Road and Brown's Line. These percentages are generally higher than the 14% shown for the Q.E.W. which is considered as the major east-west truck route crossing the south of Metro Toronto.

There are three main reasons for the high concentration of truck traffic on the major roads serving the area:

1. The area south of the Queen Elizabeth Way has a considerable concentration of employment in relation to area population. About 73% of this employment is engaged in manufacturing industries which, together with transportation land uses









(rail, truck terminals, etc.) generate about 60% of all truck trips. Of these, from 40 - 50% are in the medium - heavy truck category .

2. The flow of trucks to and from the area is mostly East and West along the Queen Elizabeth Way. At the present time the most direct access routes from the expressway are via Brown's Line on the West side and Lakeshore Boulevard on the East side. Figure 30 shows that truck traffic on these roads comprised 18% and 14% of all traffic, respectively.
3. The absence of an east-west road across the rail line east of Mimico to carry traffic north of the Study Area necessitates the concentration of traffic on Lakeshore Boulevard and certain north-south roads. Thus, the large volume of truck traffic to and from the east, indicated by the 1956 Metropolitan Toronto Truck Survey is forced to use the Lakeshore Boulevard, which, it is proposed, will continue to have predominantly residential and commercial frontage development.

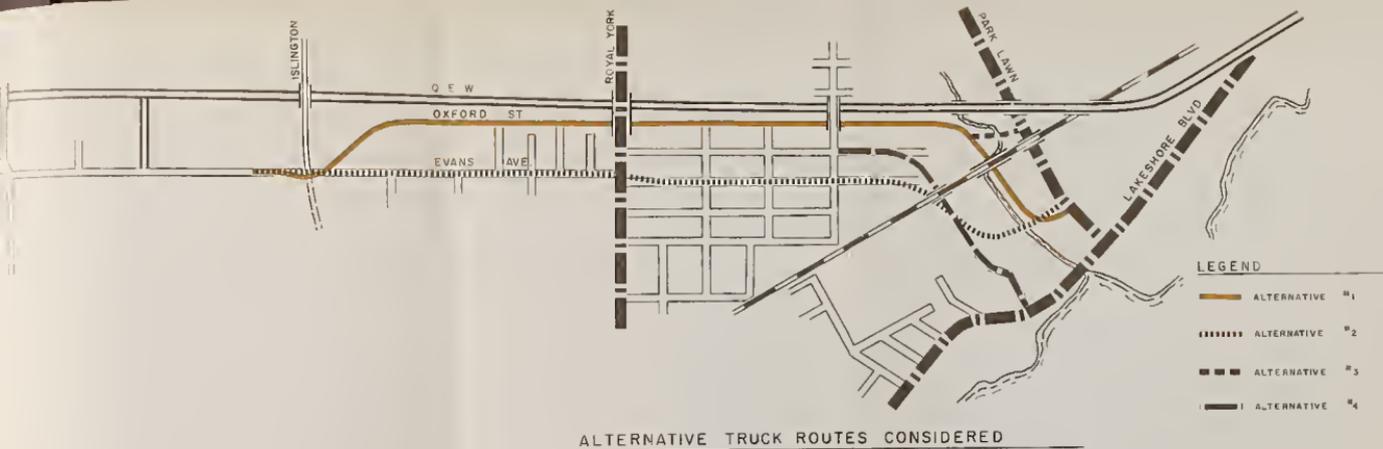
It is an accepted principle that wherever possible, steps be taken to reduce truck traffic, particularly the heavier and noisier vehicles, from roads serving predominately residential and commercial land uses.

With the increase in Industrial acreage resulting from the rezoning of the Jail Farm site to industrial and the further intensification of industrial undertaking within the Study Area, it is estimated that the number of total truck trips will increase from the present 8,000 per day to 20,000 per day.

b. Alternate Routes

Two alternatives shown in Fig. 31, have been considered in depth;

1. The swinging of Evans Avenue north-east from approximately 500' east of the junction with Islington to connect with Oxford Street passing under Royal York Road and Grand Avenue bridge at grade, swinging south approximately 1000' East of Grand Avenue to cross the CNR tracks under the existing Mimico Creek bridge and, curving East to junction with Park Lawn approximately 600' north of Lakeshore Boulevard, Mimico Creek would be relocated in open culvert.
2. The connection of Evans - Algoma Avenue by means of an improved junction at grade across Royal York Road. The alignment would pass under the railroad tracks in a southeasterly direction 750' East of Grand Avenue and curve East to junction with Park Lawn approximately 600' North of Lakeshore Boulevard.





Alternative No. 1 has been recommended since the route utilizes an existing railway bridge over Mimico Creek, the existing right-of-way along Oxford Street and the waste land along side Mimico Creek.

This route will prove less costly than Alternative No. 2 (which adjoins the George R. Gauld P.S.), and involves the least property damage disturbance and traffic hazard.

Two other alternatives were also considered initially. Alternative No. 3 to link Evans Avenue with Oxford Street as in No. 1 and to extend Oxford Street across the Mimico Creek to junction with Park Lawn between the Q.E.W. and the CNR tracks. This alternative was disregarded since the industrial areas south of the tracks would not be directly serviced by the route and a costly bridge would be required. Though it might be possible to achieve certain minimum sight distances, poor visibility between two bridge abutments would result in a potentially dangerous junction.

Alternate No. 4 utilizes Oxford Street to Grand Avenue then runs south on Grand for one block, east along Manitoba Street for 750', then south-east under the CNR tracks to connect with Legion Road and junction with Lakeshore Boulevard. This alternative was disregarded due to the expense of an underpass beneath the CNR tracks the poor junction of Legion Road with Lakeshore Boulevard, and the irregularity of the alignment.

c. Evans/Oxford Route

It has been established that the Evans/Oxford extension (Alternative No. 1) Figure No. 31 would have two prime effects upon the traffic pattern in the Study Area and the balance of the area south of the Q. E. W. It should:

1. Link the north/south arterials and their interchanges south of the Q.E.W. and serve as a feeder between the local industrial areas and the Q.E.W.
2. Provide traffic relief to Lakeshore Boulevard west of Park Lawn and reduce traffic, including trucks, on major roads.

Linkage

The Evans/Oxford route would provide flexibility to the road system in the Study Area by providing more direct linkages to the new Q.E.W. interchanges at Kipling and Islington and Highway #27. The route will also provide some relief to the Queensway which is already overloaded, and Park Lawn Road to the north.

At the East end of the Study Area, accessibility across the rail line to the area west of Park Lawn is presently restricted and the industrial areas adjacent to Park Lawn would be directly serviced by the route.

An analysis of probable truck trips shows that the Evans/Oxford route would serve:

- a) Trips from Lakeshore Boulevard to destinations south of Q.E.W. and north of the Tracks.
- b) Trips to destinations south of the tracks and west of Islington.
- c) Reverse trips preferring not to use Q.E.W.
- d) Trips from the area in east Mimico north of the tracks to destinations north west of the tracks, to the Q.E.W. interchanges at Kipling and Islington.
- e) Trips from the industrial area south of the tracks in the area adjacent to Park Lawn to destinations north of the Q.E.W. via Kipling and Islington.
- f) Trips to the proposed apartment-hotels at the Humber and Mimico Creek to and from the West along the Q.E.W.

#### Relief to Lakeshore Road

The estimated Volumes Year 1980 and Volumes Year 2000 both exceed the presently projected 1980 road capacity at peak periods, on the section of Lakeshore Boulevard west of Park Lawn.

1980 road capacity (Fig. No. 25) = 1,700 vehicles

1980 P.M. peak volumes (Fig. No. 26) = 1,900 vehicles

2000 P.M. peak volumes (Fig. No. 27) = 2,550 vehicles

Therefore, without provision being made to relieve Lakeshore Boulevard in the section west of Park Lawn peak hour traffic volumes would be at congestion levels. In addition, without the Oxford/Evans Truck Route to divert truck traffic, the volume of trucks would remain a high percentage of total traffic in Mimico's commercial residential areas.

It has been calculated that the provision of the Evans/Oxford route will divert as much as 60% of the truck traffic and possibly 20-30% of other traffic from Lakeshore Boulevard. In the heavily trafficked area west of Park Lawn the traffic volumes could be reduced by as much as 30-40%; therefore, volume comparison with and without the Evans/Oxford route shows:

1980 road capacity (Fig. 25) = 1,700 vehicles

2000 P.M. peak volumes without  
Evans/Oxford route (Fig. 27) = 2,550 vehicles

2000 P.M. peak volumes with  
Evans/Oxford route (Fig. 29) = 1,650 vehicles

The above volumes refer to the west-bound direction and show a significant reduction. In the east-bound direction a reduction of 10% is likely; without the Evans/Oxford route Year 2000 peak hour (Fig 27) volumes would be 1,050 vehicles, compared with 850 vehicles for Year 2000 peak hour volumes utilizing the Evans/Oxford route (Fig 29).

The Evans/Oxford route would facilitate reductions in the volumes along the balance of Lakeshore Boulevard to the West and also relieve North/South roads such as Royal York and the balance of Park Lawn.

#### Complementary Proposals

The Truck Route, therefore, would be of prime importance to development in the Study Area and it is recommended that construction be completed before 1980 together with the following proposals:

- a. the smoothing out of the curve on Lakeshore Boulevard between Alexandra Street and Legion Road.
- b. the provision of a fourth west-bound lane from the Q.E.W. off-ramp to Park Lawn with channelization on Park Lawn between Lakeshore Road and the Truck Route.
- c. the culs-de-sacing of Legion & Fleeceline Roads to eliminate access to Lakeshore Road on the curve.

Provided these proposals are carried out before 1980, it is anticipated that spare capacity would be available to accommodate the increased volume of traffic crossing the Humber on an improved structure scheduled for construction after 1980.

#### 4. HUMBER CROSSING

Traffic converges on the road crossings of the Humber River South of the CNR tracks from a considerable tributary area that is constantly

increasing its population and employment activity and hence, its traffic generation. The capacity of the structures crossing the Humber River, therefore, becomes a critical factor, since traffic generated by and attracted to the Study Area will be substantially increased as development takes place. An analysis of the capacity of the Humber River road crossing south of the CNR tracks has been made based upon the assumption of 1,400 vehicles per lane on the Q.E.W. - Fred Gardiner Expressway and 800 vehicles per lane on Lakeshore Boulevard.

The analysis indicates an east-bound capacity of 6,600 vehicles but a west-bound capacity of 5,600 showing a deficiency between the east-bound and west-bound capacity of 1,000 vehicles per hour. The deficiency occurs because Lakeshore Boulevard west-bound is diverted to the Q.E.W. at a point east of the Humber, crossing the Humber in two lanes instead of three, then shares the west-bound Q.E.W. off-ramp before resuming its normal alignment along the lake. Separation of the Q.E.W. - Fred Gardiner Expressway and Lakeshore Boulevard structures would facilitate an increase of at least 1,000 vehicles per hour. Figure No. 32 shows four proposals that have been considered to separate these two structures at the Humber River crossing.



SCHEME 1



SCHEME 3



SCHEME 2



SCHEME 4



### Scheme No. 1

Lakeshore Boulevard swings South approximately 200' East of Legion Road crossing Mimico Creek on a new structure, junctioning with Park Lawn extended, then swings north to connect with the Scenic Drive (proposed in the Waterfront Plan) and crosses the Humber River on a new structure approximately 650' south of the existing Q.E.W. structure to connect with Lakeshore Boulevard approximately 850' East of the Humber. This proposal makes provision for a new Q.E.W. "fly over" type of off-ramp commencing on the existing Q.E.W. structure, swinging south across the new section of Lakeshore Boulevard East and flowing into it 1800' east of the Humber River. The existing eastbound Q.E.W. on-ramp is replaced by a new on-ramp with right-hand access. The proposal utilizes the present west-bound Q.E.W. off-ramp, for a short section of approximately 200'.

In this Scheme and Scheme #2 Lakeshore Boulevard becomes a local collector road which ends in a culs-de-sac at the Humber River.

### Scheme No. 2

This proposal is similar to Scheme No. 1 but with the Scenic Drive (proposed in the Waterfront Plan) taking over the function of Lakeshore

Boulevard as a through route and reducing Lakeshore Boulevard, along its length to Highway #2 to a local collector and service route.

The first two alternatives cannot be recommended for the following reasons:

1. Schemes No. 1 and 2 entail utilization of the Scenic Drive to carry through traffic instead of Lakeshore Boulevard, and in Scheme No. 2 the Drive would become a continuous expressway instead of a scenic loop road. In Scheme 2 the entire volume of traffic in the west-bound direction would consequently have to make left-hand turns onto Lakeshore Boulevard.
2. Lakeshore Boulevard could not function well as a local route since it would also be a truck route serving local industrial areas to the north.
3. The schematic of the land use in the Mimico area south of Lakeshore Boulevard would have to be reversed if the Scenic Drive became the through route. The schools and parks would front onto the Lakeshore Boulevard "service" road. Orientation of the schematic would then be away from the waterfront.

4. Reversal of the land use schematic would result in difficult structural problems since high-rise apartments would be on filled ground while low-rise schools and parks would be on existing grade, involving greater municipal expenditure in expropriation and substantially higher private development costs.
5. The Scenic Drive is intended as a low speed loop road designed for recreational use. Through traffic travelling at relatively high speed on a continuous "expressway" would destroy the basic concept of the Waterfront Plan.

### Scheme No. 3

In this alternative, a new Lakeshore Boulevard structure is proposed adjacent to the existing Q.E.W. structure across the Humber River to carry all Lakeshore Boulevard traffic. A new two lane elevated Q.E.W. off-ramp commencing west of Park Lawn Road is shown crossing Lakeshore Boulevard in fly-over and junctioning with Lakeshore Boulevard approximately 800' west of the Humber River. A new eastbound Q.E.W. on-ramp is shown with a link beneath the Q.E.W. to Queensway.

Scheme No. 3 cannot be recommended for the following reasons:

1. A poor intersection at the junction of the Q.E.W. off-ramp and the Scenic Drive loop road. This would

involve a 3 way signalized intersection of the off-ramp, Lakeshore Boulevard and Scenic Drive.

2. The Q.E.W. off-ramp would sterilize southern Lakeshore Boulevard frontage for an entire block, and entail expensive acquisition costs of commercial properties along the frontage.
3. Does not permit modification to include Alternative No. 3 of the D.H.O. Proposal.

Scheme No. 4 - (RECOMMENDED)

The recommended scheme proposes the widening and extension of the existing Lakeshore Boulevard right-of-way across the Humber River more or less parallel with the Q.E.W., on a slightly curved new structure. The alignment then swings south to connect with Lakeshore Boulevard approximately 800' east of the Humber River. The existing bridges, acting as an eastbound Q.E.W. off-ramp in conjunction with the fly-over shown, would then handle the same but traffic would flow directly into Lakeshore Boulevard eastbound without signalization in unobstructed City owned property. West-bound Lakeshore Boulevard traffic would then flow through directly from the City of Toronto to Mimico along Lakeshore Boulevard unimpeded on the new bridge. The existing westbound Lakeshore Boulevard - Q.E.W. diversion could be retained as a Q.E.W. westbound on-ramp.

Note:

The D.H.O. has proposed a third set of structures; (D.H.O. Alternative No. 3) i.e., complete separation of the east-bound Q.E.W. off-ramp from the Q.E.W. through traffic from a point west of Park Lawn. This alternative is favoured by D.H.O. All Schemes except No. 3 permit modification to include this D.H.O. proposal.

5. RECOMMENDED STREET SYSTEM

Comparison of the Current Street System, Figure 24, with the Recommended Street System, Figure 33, shows the changes and reclassifications proposed as follows:

a. Primary Arterials

The final alignment of Islington Avenue is proposed down Eighth Street, and Lakeshore Boulevard crosses the Humber on a new structure south of the existing Q.E.W. structure.

b. Primary Collectors

The Evans/Oxford truck route is proposed as a primary collector, and the following streets are recommended to be given a primary rather than a secondary classification due to anticipated traffic flows:

- 30th Street between Lakeshore Boulevard and Horner Avenue.

- Elder Avenue between Birmingham Street and 30th Street.
- Dwight and Drummond Streets between Lakeshore Boulevard and Royal York Road.
- Judson Street between Ourland Avenue and Bismark Road (renamed Horner Avenue).
- Horner Avenue along the alignment of the street previously known as Bismark Road.

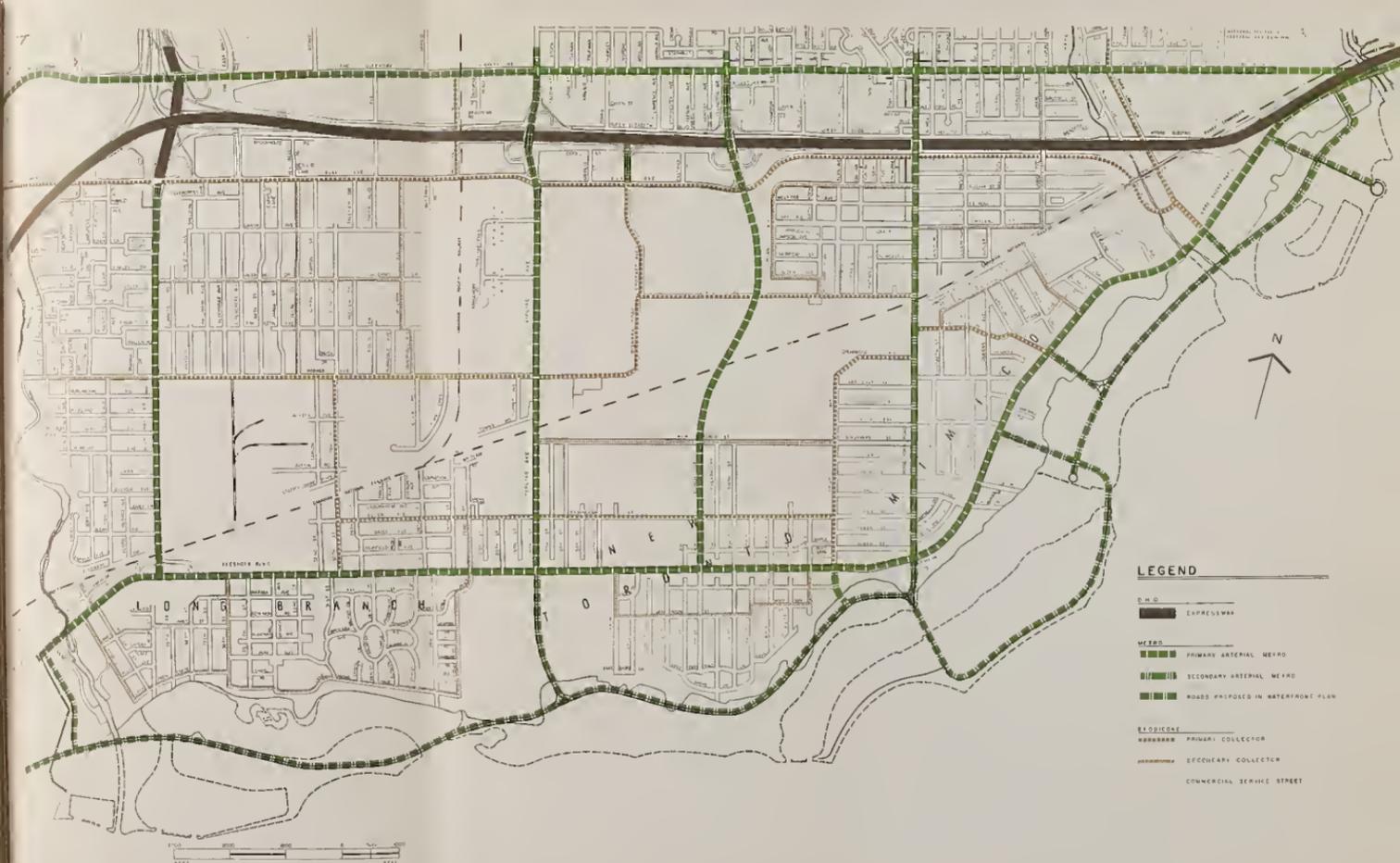
#### c. Secondary Collectors

In order to assist traffic distribution to residential and industrial areas, it is recommended the following streets be given secondary classification:

- Evans Avenue and Ourland Avenue from Royal York Road to Judson Street,
- Burlington Street and Cavell Avenue extended to Stanley Avenue.
- Morrison Street connecting with Lakeshore Boulevard at Second and Thirteenth Streets.

#### d. Commercial Service Streets

It is recommended certain streets be designated "Commercial Service Streets" under a new classification. These streets should have parking restrictions to assist circulation, a speed limit of 25 m.p.h. and pavement construction of a sufficient standard to enable medium weight trucks to be accommodated.



**LEGEND**

-  C.P.S.
-  EXPRESSWAY
- WEIRDS**
-  PRIMARY ARTERIAL WEIRD
-  SECONDARY ARTERIAL WEIRD
-  ROADS PROPOSED IN WATERFRONT PLAN
- ROADS**
-  PRIMARY COLLECTOR
-  SECONDARY COLLECTOR
-  COMMERCIAL SERVICE STREET



#### e. Street Closures

Street closures are recommended for two reasons. Firstly, to facilitate easier and safer traffic flows along the major roads and secondly, in conjunction with redevelopment proposals. (A full list of recommended road closures is included in the Appendix).

As an integral element in the redevelopment of the neighbourhood shopping centres alternate streets have been closed reducing turning movements along Lakeshore Boulevard. Commercial uses can be developed in "depth" on the former street frontage and streetscaping can be carried out to create an exciting pedestrian environment. Service traffic and commercial parking would be encouraged to use the commercial service streets and secondary collectors for access, adding to the safety and enjoyment of the shopping centres and maintaining Lakeshore Boulevard as an arterial road.

#### SUMMARY

Traffic and its relationship to land use has been closely scrutinized in this Study in order that land use proposals should not be invalidated by the traffic problems they might create.

An understanding of the special problems that could come to light at full implementation of the Plan has been established by utilizing

"Deficiencies 2000" Figure No. 28. This made it clearly evident that the proposed Truck Route - shown in "Truck Route 2000" Figure No. 29 - provided the additional capacity to relieve congestion. This Traffic Analysis verified original thoughts on the necessity for the Truck Route connection. The recommended alignment is not only the cheapest expedient, but also the least disruptive from a land use standpoint.

The other major proposal, the Humber Crossing, was also considered in depth, and consultation was carried out with D.H.O. The final solution has been favourably received by the various bodies, but should be subjected to a more detailed examination than has been possible in this Study.

An estimate of the total cost of all the proposals put forward by the Study has been compiled which is included in the Municipal Expenditure's Chapter. A full listing of proposals and a Staging Diagram is included under Section C12.

## C.10 TRANSPORTATION

The Study Area has been closely linked with transportation which stimulated its original growth, and provided employment. The current transportation systems are the Toronto Transit Commission's (TTC), local streetcars and buses, and the East-West GO-Transit commuter rail line.

Transportation has been considered under four main headings or sub-sections:

1. Travel Pattern
2. Toronto Transit Commission Network
3. GO-Transit
4. Modal Split

### 1. TRAVEL PATTERN

A traffic census was taken in 1964 for M.T.A.R.T.S.\* to establish travel patterns in the Metropolitan Toronto Planning Area. A count was taken of all persons travelling by automobile or public transit, or those who walked, between the various transportation zones during the 7 - 9 a.m. morning peak of an average weekday.

\* M.T.A.R.T.S.: Metropolitan Toronto and Region Transportation Study

Data obtained from the survey was used to obtain the "Journey to Work Analysis" for the area south of the Q.E.W. It is depicted graphically in Figures 34 and 35 and is summarized in the following table:

TABLE NO. 23

JOURNEY TO WORK ANALYSIS

<u>Public Transit Trips</u>	<u>INTO</u>	<u>OUT OF</u>
<p>More people who travelled by public transit commuted outside to work than came into the area to work, the statistics show that these people work in the concentrated commercial areas in downtown.</p>	1,126 (12%)	1,471 (17%)
<u>Automobile Trips</u>		
<p>The diagram of travel pattern shows the high incidence of suburban interaction to and from the area, the majority of these trips being by automobile.</p>	8,406 (87%)	6,948 (82%)
<u>Walking Trips</u>		
<p>One quarter of the trips out of the area were to the east, while the balance was to the north, probably to the high employment area around Queensway. The trips into the area were all from north of the Q.E.W.</p>	91 (1%)	87 (1%)
<u>Trips by All Modes</u>	<hr/>	<hr/>
<p>These figures show that 13% more people came into the area to work than went outside the area to work, indicating the attraction of the area for employment.</p>	9,623 (100%)	8,506 (100%)



TOTAL NO OF TRIPS INTO LAKESHORE AREA  
 BY ALL MODES DURING THE A.M. PEAK.  
 • 9,623 TRIPS

SOURCE : MTARTS SURVEY 1964.

LAKESHORE STUDY  
 TRAVEL INTO AREA **34**  
 BOROUGH OF ETOBICOKE





LAKESHORE STUDY  
 TRAVEL OUT OF AREA **35**  
 BOROUGH OF ETOBICOKE



a. Local Trips

No. Trips Within the Area

No. of Auto Trips (drivers and passengers)	2,516	65.2%
No. of Public Transit Trips	504	13.1%
No. of Walking Trips	837	21.7%
	<hr/> 3,857	<hr/> 100.0%

It was not possible to break down local trips further than an East/West split across the C.P.R. branch line which extends North along the Long Branch boundary, however, this breakdown shows a high incidence of walking trips, which indicates the strength of local employment.

The above survey was conducted before the introduction of GO-Transit and the extension of the Bloor Street Subway to Islington Avenue, however the figures enabled broad conclusions to be drawn which indicated the importance of the area to Metropolitan Toronto as an employment and labour pool. Improved transit facilities have since increased the importance of the area and its attractiveness to industry.

## 2. T.T.C. NETWORK

The present T.T.C. Network is two zonal - east and west of the Humber River - the Study Area being wholly within the second zone. The T.T.C. operates three facilities all directly or indirectly affecting the Study Area:

- (i) Street Cars
- (ii) Buses
- (iii) Subway

- (i) Street Cars operate along Lakeshore Boulevard from the Long Branch loop at the junction of Brown's Line and Lakeshore Boulevard to the Humber loop at the junction of Q.E.W. and Lakeshore Boulevard. Rush hour frequency is approximately one per five minutes with a journey time of approximately 60 minutes from the Long Branch loop to Church Street in down town. During rush hours a proportion of street cars do not interchange at the Humber loop.

The street cars in the Study Area are expected to be removed by 1980, at which time their function will probably be taken over by buses.

(ii) Buses - the north/south bus services in the Study Area have been re-routed following the opening of the Bloor Street subway extension to Islington Avenue, and now terminate at the subway stations. Four routes affect the Study Area:

- Kipling from Lakeshore Boulevard to Islington Avenue Subway Station, and
- Berry Road from Humber Loop to Old Mill Station which run at approximately 10 minute intervals during rush hours and 20 minute intervals during normal hours.
- Queensway route from the Humber loop to the Long Branch loop, and
- Royal York Road from Lakeshore Boulevard to Royal York Road station, which run at approximately  $7\frac{1}{2}$  minute intervals during rush hours and 10-15 minute intervals normally.

(iii) Subway - The extension of the Bloor Street Subway to Islington provides a faster alternative to the Long Branch street cars. Subway frequency is scheduled for 2.13 minute intervals in rush hours and every 3.48 minutes at other times.

The extension encourages interaction between downtown and the Study Area, and provides a link through to Scarborough. Ridership growth, however, will cause increasing pressure on the Yonge/Bloor interchange and in order to avoid congestion, riders from the Study Area may revert to use of the street cars.

A possible Queen Street subway is the subject of T.T.C. Study at the present time, though a final decision is not expected before 1970. Possible effects on the Study Area are discussed in this Chapter under "Modal Split" and in Chapter C.12 within subsection 2. "Factors Affecting Implementation & Staging".

### 3. GO TRANSIT

A new rail commuter service - Government of Ontario Transit was introduced in Metropolitan Toronto in May, 1967. It is operated by the Canadian National Railways. The frequency of GO trains from the Study Area is one per 20 minutes during rush hours and one per hour off-peak, the journey time to Union Station being 19 minutes from Long Branch.

#### a. Stations Within the Study Area

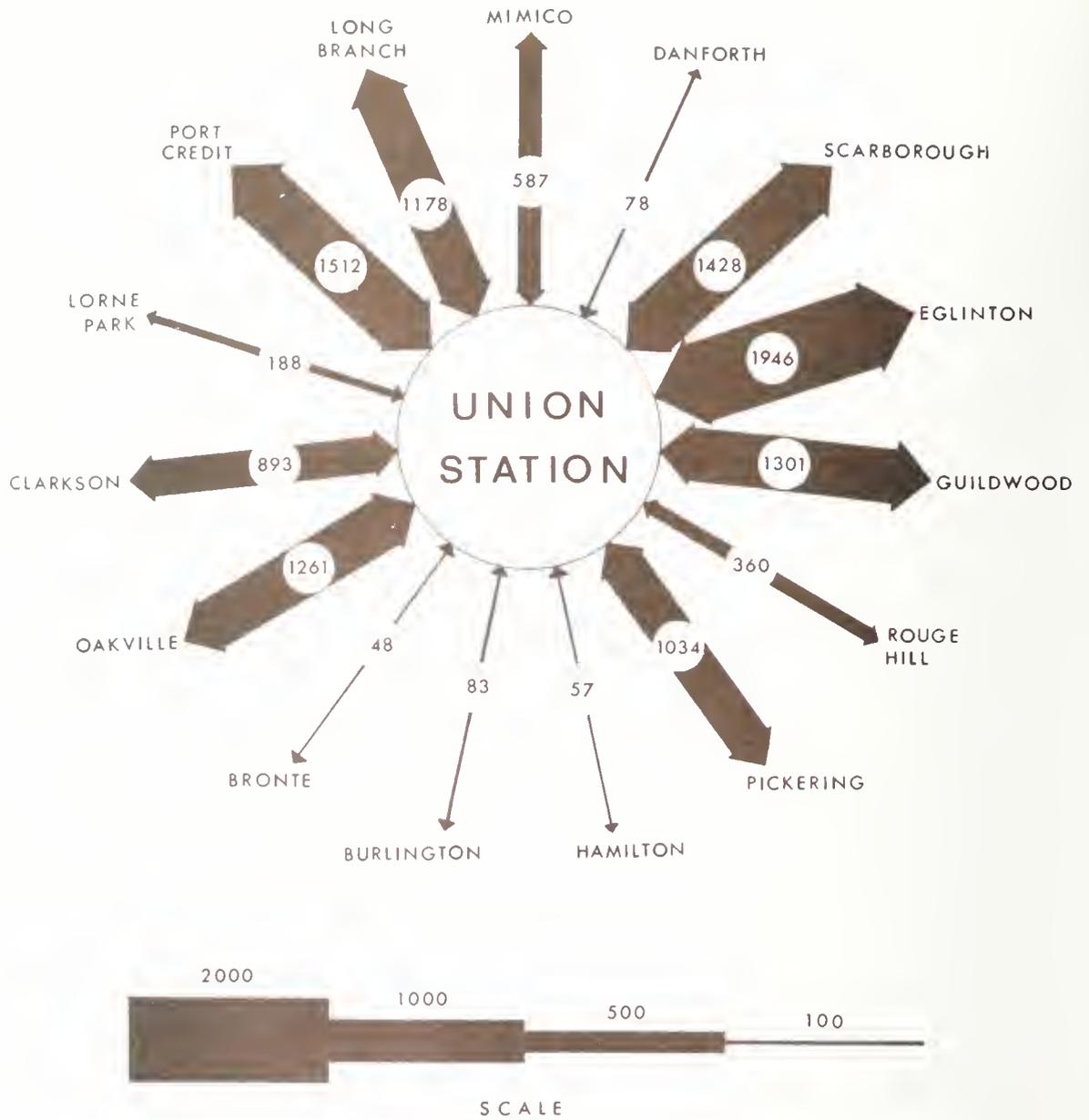
Long Branch Station has a wide catchment area, commuters are attracted to the station from as far as four miles to the North, one mile to the East (merging with the Mimico Station catchment area) and two miles to the West (merging with the Port Credit catchment area). A Port Credit bus, the Queensway bus and the Lakeshore street cars terminate at the station. A large car park with approximately 260 spaces serves the station; parking is free at present.

The commuter-use potential of the station is high, due to the fast suburban growth rate to the West and the proximity of the station to the most Southerly river crossing in Western Etobicoke.

Mimico station has a narrow catchment area and is primarily a walking node served by the Royal York Road bus. There are no organized car parking facilities at present, which may account for the low ridership from this station.

#### b. Passenger Volumes

The majority of trips made on GO Transit are to and from Union Station, only about 5% of total trips are between suburban stations. The following diagram shows the number of trips made Into and Out Of Union Station during a typical weekday in September, 1967. Comparison of the figures shows the relative importance of Long Branch and Mimico stations. Long Branch trips represent 10% of the total. Mimico trips represent 5% of the total.



Trip exchanges between Toronto Union Station and the suburban stations on an average Wednesday in September 1967.

Since September, 1967 the number of daily trips has increased, thus for a typical weekday in March, 1968 there were:

- 1555 trips between Union Station and Long Branch Station (10% of total)
- 660 trips between Union Station and Mimico Station (5% of total)

These figures should be compared with those shown on the diagram for each station, it should be noted, however, that the percentages of total trips Into and Out Of Union Station have remained the same, indicating the general increase in ridership on GO Transit. A further factor which became apparent when analysing the volumes was the high percentages of trips between Long Branch station and the Clarkson/Oakville area, probably brought about by the employment potential in that area.

#### 4. MODAL SPLIT

Changes to the transportation pattern which have taken place or are under consideration may have an effect upon the proportion of people using the variety of transportation locally available - the "Modal Split".

##### a. Past Modal Split

M.T.A.R.T.S. conducted a survey of passengers travelling on GO Transit during an average weekday in November, 1967, riders were asked what transportation mode they used before the introduction of GO Transit. The survey was carried out for two time periods, the peak and off peak:

MODAL SPLITEvening Peak From Union Station

Station	No. of Riders	<u>Transportation Mode before GO Transit</u>	
		Car Mode	T.T.C. Mode
Mimico	270	20%	36%
Long Branch	575	34%	25%

Normal Off-Peak From Union Station

Station	No. of Riders	<u>Transportation Mode Before GO Transit</u>	
		Car Mode	T.T.C. Mode
Mimico	100	28%	60%
Long Branch	250	48%	36%

NOTE: The balance of the riders, not shown in the above Table, represent new riders or commuted formerly by train.

The total percentage of riders who had utilized other forms of transportation previously is high, indicating the tremendous effect GO Transit has upon the travel pattern to and from the Study Area.

The car mode and associated road proposals are discussed in Chapter C.9, Roads & Traffic. The succeeding sections, therefore analyse GO Transit and T.T.C. under "Present Modal Split" and "Future Modal Split".

#### b. Present Modal Split

Since November, 1967 one major change has occurred which has effected the Study Area modal split - the extension of the Bloor Street Subway to Islington and associated re-routing of the buses. The factors which determine the form of public transportation the individual will utilize, are called Personal Choice Factors; they are:

- convenience
- speed
- cost

Convenience - Riders having business adjacent to Bloor/Danforth and Eglinton - in the north end of the City of Toronto, may elect to take the T.T.C. Subway since GO Transit terminates at Union Station. For those riders having destinations near King/Queen/Dundas - in the southern end - GO Transit provides the most convenient service.

Speed & Cost - The following Table analyses simulated speed and cost test of the three existing methods of public transportation from Long Branch station to Queen/Yonge intersection in downtown Toronto:

Long Branch Station to Queen/Yonge Intersection	Approximate Time In Minutes	Trip Cost (\$)
Via GO Transit and T.T.C. Subway	30	0.75
Via T.T.C. Street Car	58	0.50
Via T.T.C. Street Car Bus and Subway	58	0.50

Each person considers these factors when deciding which form of transportation to use.

### c. Future Modal Split

The future modal split will depend almost entirely upon governmental decisions and priorities, or external factors, which are:

- i) car parking
- ii) capital investment
- iii) Queen Street subway construction

i) Car Parking - The provision of car parking on the fringe areas of Metropolitan Toronto in conjunction with public transportation to downtown encourages the use of transit facilities. The present GO Transit free car park at Long Branch station is operated at capacity and there is no organized parking at Mimico Station. The Plan proposes both car parking at Mimico Station and enlargement of the car park at Long Branch Station (in conjunction with the proposed residential complex on Lakeshore Boulevard).

Islington Subway Station now provides associated car parking which has enhanced the attractiveness of the subway to commuters.

ii) Capital Investment - in rolling stock by both GO Transit and the T.T.C. will increase frequency, which will render the services more convenient and should attract extra riders from their automobiles.

iii) The Queen Street Subway Construction - Construction brought about by the pressure of general development and increase in densities south of Bloor Street is anticipated shortly after 1980.

Figure No. 36 shows alternative alignments of the Rapid Transit facilities under consideration by Metro and the T.T.C. The extension of the southerly alignment of the Queen Street route into the Study Area is desirable, but not mandatory for development of the Plan. If, however, the subway is extended into the Study Area it is estimated that the percentage of Study Area trips into the city corridor will increase from the 1964 figure of about 18% to possibly 25%\*. Using 1964 data and the Plan population of 86,500, this could result in an increase in city oriented trips by all modes from 6,000 to a figure of 8,500 during the peak period. It is estimated that of the total of 8,500 city oriented trips 1,700 - 2,400 trips (30-40%) would be by public transit; the majority being made on the Queen Street Subway.

\* Based on a study of the Yonge Subway corridor travel



- LEGEND**
-  BASE SYSTEM RAPID TRANSIT
  -  YONGE ALIGNMENT
  -  SPADINA - ST. GEORGE ALIGNMENT
  -  SPADINA - BATHURST ALIGNMENT
  -  QUEEN ALIGNMENT
  -  QUEEN - WESTON ALIGNMENTS
  -  BLOOR - DANFORTH EASTERLY EXT'N



## CONCLUSION

The Study Area is presently adequately served by Public Transportation which affords a high degree of mobility to people who live and work in the area. However, the increase in population within and around the Study Area could precipitate a reappraisal of the transportation pattern. Certain changes to this pattern may be considered:

- i) A surface rapid transit link from Long Branch GO Transit Station to Malton International Airport, connecting also with an extension of the Bloor Street subway at Highway 27. This could also be integrated with a Metro radial surface transit loop.
- ii) If the Weston alignment (along the existing CNR right-of-way) is chosen for the Queen Street Subway, the subway should be extended into Malton International Airport.

In the interim period, however, before a final decision on the future public transportation network affecting the Study Area is made, Mimico GO Transit Station must be retained as a spark for development. The Borough would be well advised to request that parking be provided at the Mimico Station in lots along the south side of Manchester Street and complete the street pattern as indicated in Figure 33 to facilitate vehicular access to the station.

At the Long Branch GO Transit Station, parking should be incorporated within the multiple residential development proposed on the North side of Lakeshore Boulevard within, or adjoining the garage required for the apartment development. This should be facilitated by the leasing of the air-rights of the station area to private developers.

## C.11 MUNICIPAL SERVICES AND EXPENDITURE

The provision of Municipal services is vital to the implementation of any Plan. It is the key to the programming of development and consequently the rate of population growth. In order to control development the Municipality should know how far it is committed in the provision of services and the possible cost involved. A long term projection, however, in terms of costs is exceedingly difficult in view of the present inflationary trend, increasing construction costs and the fluctuating bond market. In this Study, it has been considered prudent to assess costing only on a broad basis for the most important sectors of Municipal service.

The analysis of Municipal Services and estimated costs are presented in this chapter in the following manner:

1. Municipal Services
2. Municipal Expenditures
3. Fiscal Review

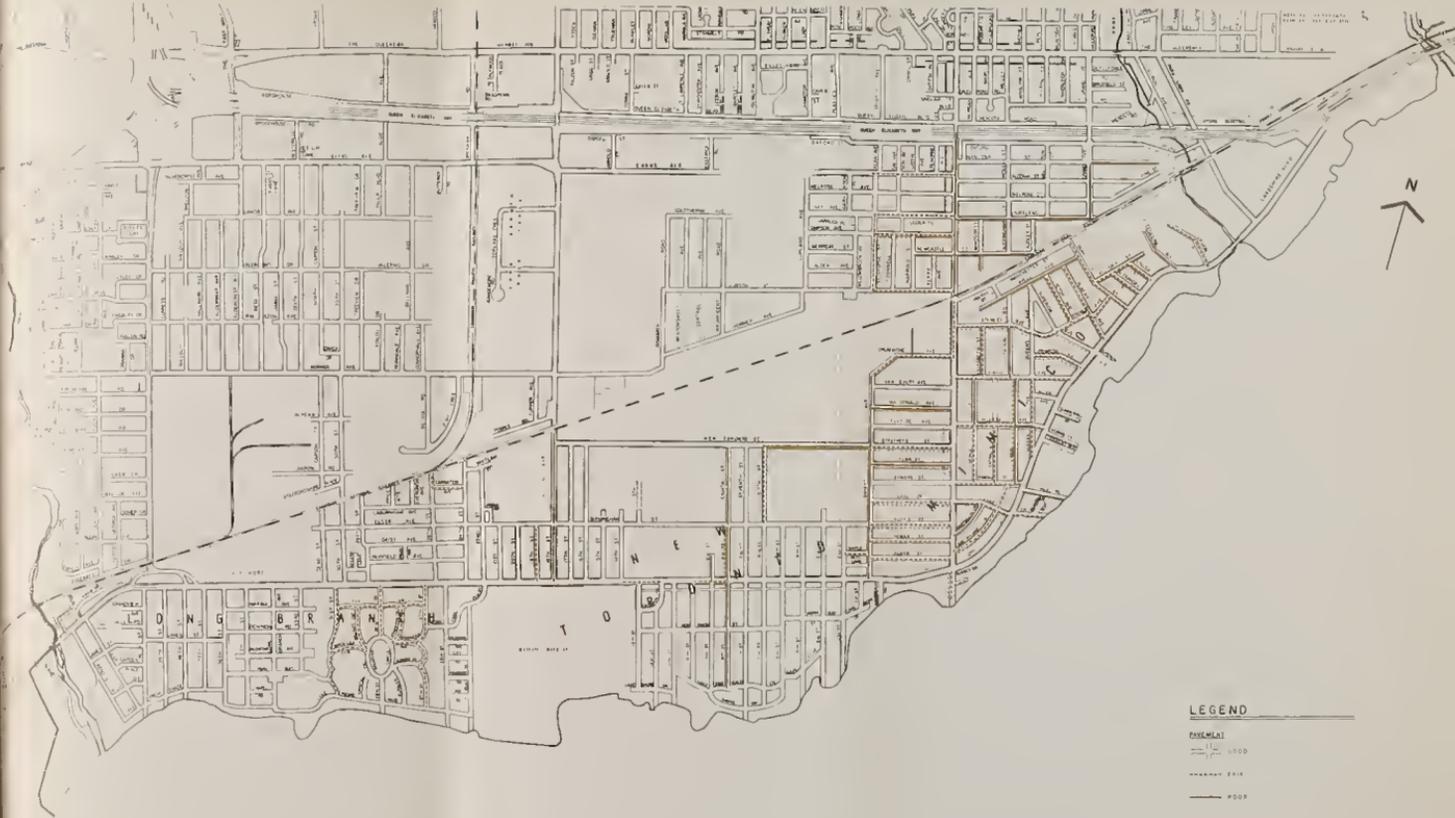
A series of Tables which show past Municipal expenditure, assessment ratios and debt ratios, is included in the Appendix.

## 1. MUNICIPAL SERVICES

### a. Roads

Field examinations of existing roadway conditions were conducted within the Study Area to determine the condition of pavements and sidewalks and are presented graphically in Figure 37 entitled "Existing Road Conditions". Roadway conditions within the former Lakeshore Municipalities of Long Branch and New Toronto are generally in good condition while the Mimico area is in fair condition. Major road reconstruction programs were carried out in Long Branch ten years ago, in New Toronto some four years ago and were initiated in Mimico in 1966.

In total, some 20,000 lineal feet of secondary collector and local streets presently in poor condition require reconstruction before the year 1980. Estimates of these reconstruction costs are included in the next section of this chapter under Municipal Costs, their recommended construction phasing shown graphically in Figure 41, "Staging Roadway Construction". Paving adequacy in terms of future capacity requirements and construction proposals are outlined in Chapter No. 9, "Roads and Traffic" with accompanying proposals.



**LEGEND**

**ROADWAY**

- GOOD
- - - - - FAIR
- POOR

**SIGNALS**

- GOOD
- - - - - FAIR
- POOR



### b. Car Parking

Car parking has been considered primarily from the aspect of its relationship with the proposals put forward in the Plan for the reconstruction of the commercial uses along Lakeshore Boulevard. At the present time the commercial uses are served by on-street and a small amount of off-street parking, with a number of metered sections along Lakeshore Boulevard.

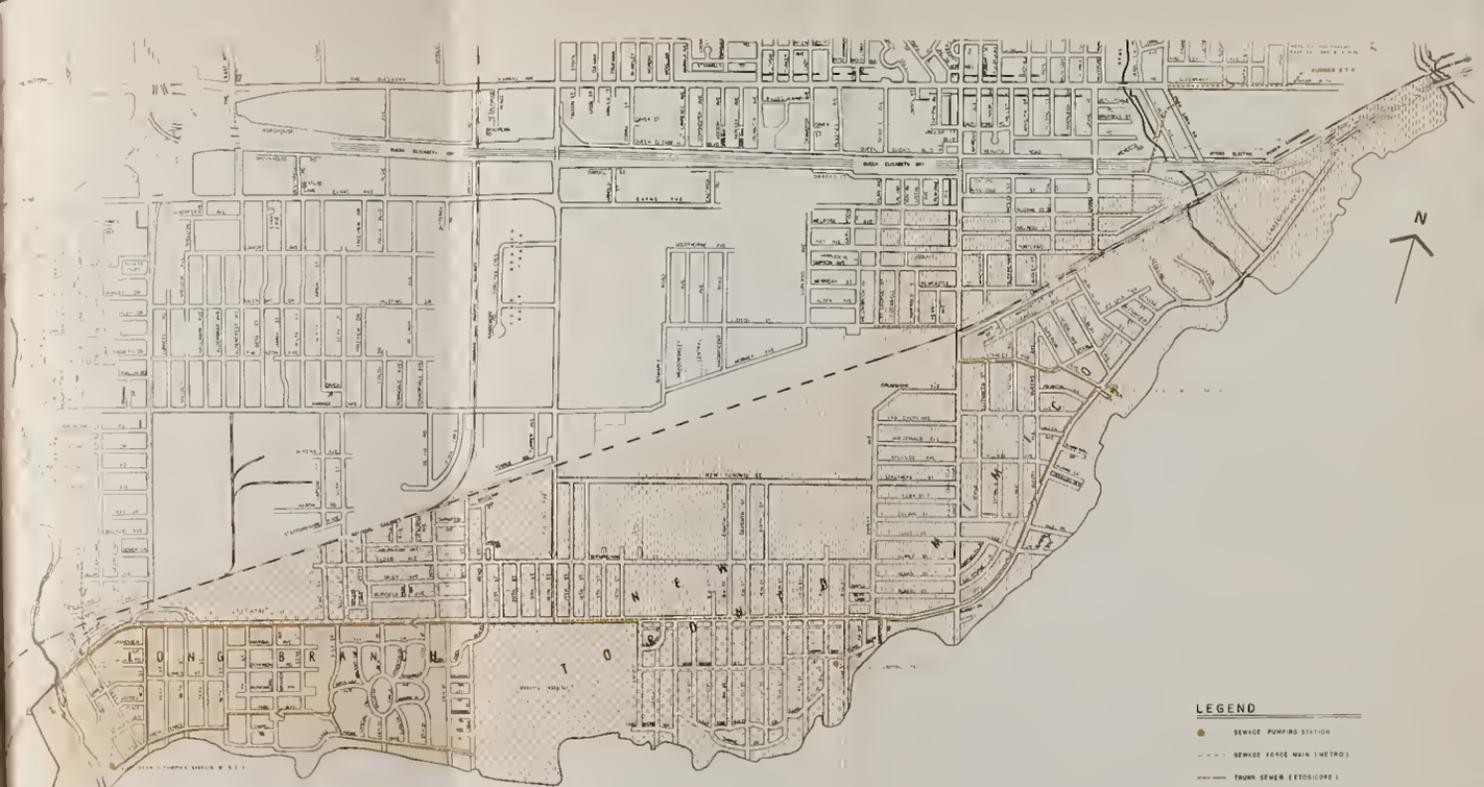
The increase in traffic volume anticipated after 1980 will necessitate the widening of Lakeshore Boulevard to six lanes and no space for on-street parking will be available. In Chapter C.6, Commercial, certain criteria have been proposed regarding the amount of off-street car parking required for neighbourhood shopping centres, however provision will be costly and it is recommended that Etobicoke establish a Car Parking Commission or Authority, similar to others already established in the Boroughs of York and North York. The Authority could negotiate with merchants to finance the necessary works on a local improvement basis. It would permit the assessment of cost to those merchants involved, setting out the total cost and amount to be levied against the benefitting properties on a rate per foot of commercial frontage.

It is also recommended that in accordance with the staging of other development, the provision of off-street car parking for the

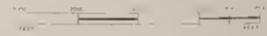
reconstituted neighbourhood centres be implemented in the first stage, amounting to some 1700 spaces. The New Toronto combined centre and the community shopping centres should be considered in the second stage after the effects of the Sherway Regional Shopping Centre have been assessed. Car Parking in New Toronto should ultimately be made available by the Parking Authority, as in the neighbourhood centres. However, in the community centres in Mimico and Long Branch, parking should be provided by their developers in relation to retail floor space or Gross Leasable Area.

#### c. Sanitary Sewerage System

The former Lakeshore municipalities and a portion of the former Etobicoke Township within the Study Area are presently serviced by three separate sanitary sewerage treatment plants. The Humber and Long Branch Treatment Plants are under Metropolitan Toronto jurisdiction, while the Lakeview Treatment Plant is under Ontario Water Resources jurisdiction. Existing areas of the Lakeshore Study serviced by each plant are shown on Figure No. 38 entitled "Existing Sanitary Sewer Collector System", including the major trunk sanitary sewer system and the authority having their control. The local sewerage system is under the control of the Borough of Etobicoke.



- LEGEND**
- SEWER PUMP-UP STATION
  - - - SEWERAGE MAIN (METRO)
  - TRUNK SEWER (ETOBICOKE)
  - TRUNK SEWER (METRO)
  - AREA SERVED BY TREATMENT PLANTS —
  - ▭ LONG BRANCH SEWER TREATMENT PLANT & PUMP-UP STATION
  - ▭ LAKESHORE SEWER TREATMENT PLANT
  - ▭ HUNTER SEWER TREATMENT PLANT



LAKESHORE STUDY  
 EXISTING SANITARY SEWER COLLECTOR SYSTEM  
 BOROUGH OF ETOBICOKE



Metropolitan Toronto's major sanitary facilities are reportedly adequately designed and in good operating condition. In the future, however, capacity of the trunk sewer between 2nd Street and 13th Street in New Toronto will require study. Metro is presently planning certain major improvements to these facilities, as follows:

- i) The Long Branch Sewerage Treatment Plant and Pumphouse is to be abandoned.
- ii) A new pumphouse is to be constructed on the site where the present Long Branch Sewerage Treatment Plant stands. A twenty inch forcemain is to be constructed from the new pumphouse, north-easterly to 42nd Street, thence along 42nd Street from Hilo Avenue to James Street, thence north-easterly along James Street to 41st Street, thence north-westerly along 41st Street to Lakeshore Boulevard.
- iii) The sewage flow from that part of New Toronto north of Lakeshore Boulevard between 2nd Street and 18th Street will be diverted along Morrison Street to the Second Street Pumping Station.
- iv) A new pumphouse is planned to replace the existing Superior Avenue Pumping Station. The existing 16" forcemain running north from the pumping stations to the C.N.R. tracks is to be replaced by a 20" forcemain. An alternate proposal presently under consideration would relocate the Superior Avenue Pumping Station to the mouth of the Mimico Creek (Etobicoke Proposal "B" Sketch #1749).

When these changes have been implemented, sewage from Long Branch and most of New Toronto will flow to the Lakeview Sewerage

Treatment Plant. The sewage from Mimico and a small portion of New Toronto in the former Etobicoke Township south of the C.N.R. tracks will be flowing to the Humber Sewerage Treatment Plant.

In addition, expansion of the Humber and Lakeview Sewerage Treatment Plants are planned. Subject to the work outlined here, no major sanitary trunk reconstructions would be required for servicing the land use proposals outlined in this study with the exception of development in New Toronto between 2nd Street and 13th Street, which will require detailed analysis.

#### Borough of Etobicoke

The Borough has jurisdiction over all local sanitary sewers, and the Engineering Department is conducting remedial and maintenance measures designed to improve the operation of the existing sanitary sewerage system, see Figure No. 39 "Existing Sanitary Sewers". In conjunction with these remedial and maintenance measures, the Borough's Engineering Department is undertaking detailed surveys to obtain information on the condition, location of, and capacity of the existing sanitary sewerage system within the Study Area.





Based on the information obtained, it appears that the bulk of the existing sanitary sewerage system will have adequate capacity to accommodate present needs. Some sections are presently overloaded. However, nominal reconstruction of sanitary trunk and local sewers can be expected to accommodate the additional sanitary sewage flows and refurbish the existing system.

Expenditures for sanitary sewer reconstruction are included on a lineal footage basis within the estimated cost of road reconstruction.

#### d. Storm Sewer System

The existing storm sewer system is under the Borough of Etobicoke's jurisdiction and is shown on Figure No. 40, "Existing Storm Sewers".

The existing system comprising lateral sewers servicing local areas and trunk sewers serving larger areas is characterized by numerous outfalls along Lake Ontario. These sewers generally have from 33 to 50% of the required capacity to serve the existing development by Borough design standards. Adequacy and condition of the present storm sewer system is under study by the Borough's Engineering Department in conjunction with studies of the sanitary sewer system. It is not believed that the capacity of the existing storm system is a critical factor in the development proposals since all lands and

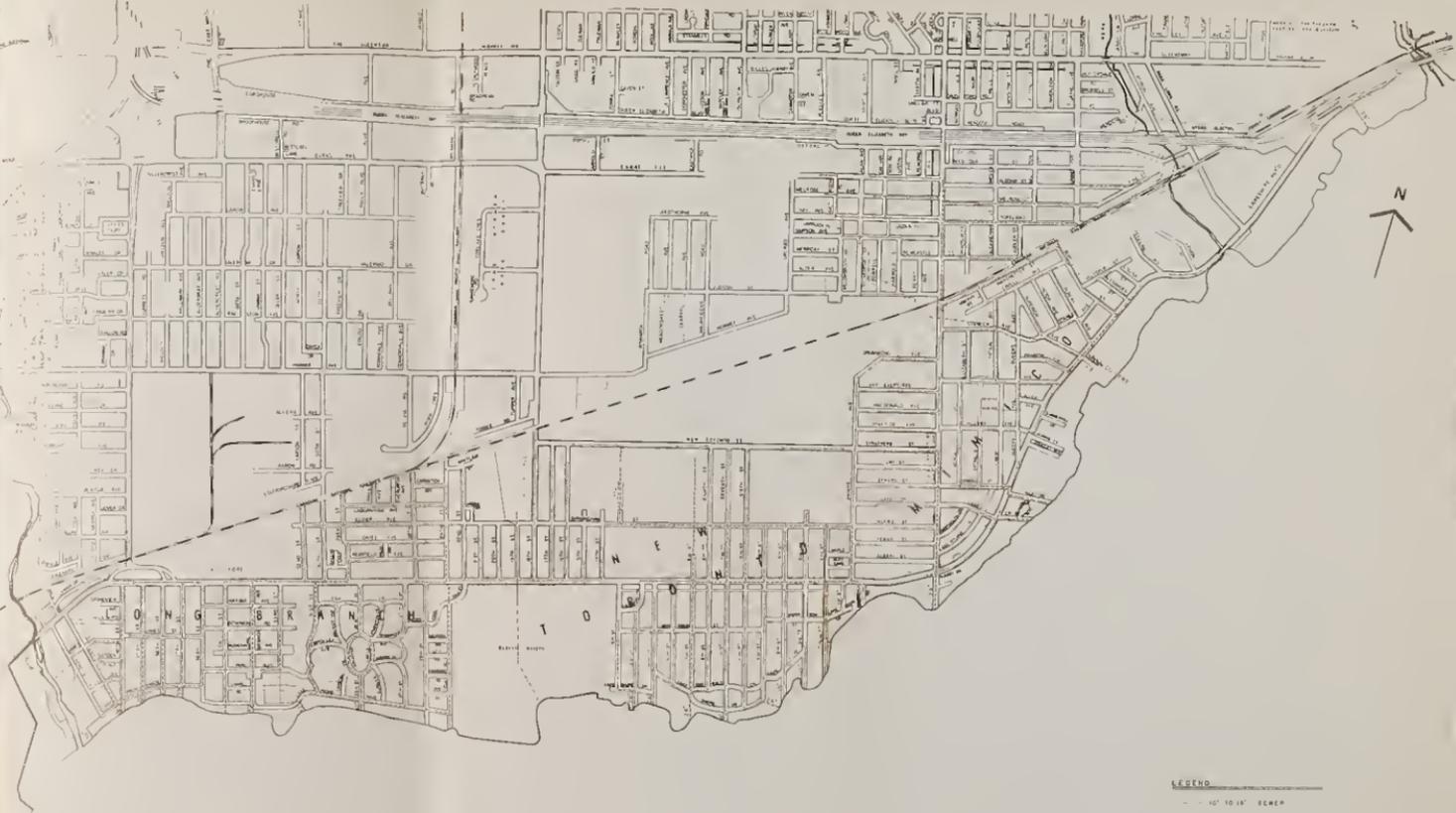
roadways within the Study Area drain directly to Lake Ontario and in the case of severe rainfalls, overflows from the storm system would drain directly to the Lake.

No costs are presented under "Municipal Expenditures" for refurbishing the storm sewer system, however, where roadway reconstruction is planned, an allowance was made for local sewer reconstruction.

#### e. Water Distribution System

In the past, the New Toronto Water Treatment Plan has been supplying water to the Lakeshore Municipalities and southern portions of Etobicoke. Recently a Westerly Purification and Pumping Plant has been put in operation. This new plant services all of the present Borough of Etobicoke - with the Lakeshore area south of the C.N.R. tracks being serviced by a 36" Metropolitan Toronto Works Department main.

Industrial and residential water demands are presently being satisfied and there is every reason to believe that future water demands in the Lakeshore area can be met, although specific demands in specific areas may require larger size local mains to meet the increased water demands in these areas.



- LEGEND**
- 40" TO 18" SEWER
  - 24" TO 30" SEWER
  - 18" TO 42" SEWER
  - 48" TO 72" SEWER
  - - - - - OPEN DITCH



f. Other Public Utilities

No difficulties in meeting future servicing requirements were expressed by the utility companies supplying hydro, telephone and gas services. Existing streets lighting and garbage disposal facilities within the Study Area are generally satisfactory.

2. MUNICIPAL EXPENDITURES

Anticipated Municipal costs to implement the Plan are provided for the most important proposals outlined. These however, should only be considered as broad estimates, there being many variable and unknown factors involved which can only be established after detailed study:

a. Roads and Bridges

Costs have been based upon those proposals put forward by the Plan over and above those already under consideration by the relevant Municipalities, and include the cost of new storm and sanitary sewers where applicable:

METRO

Before 1980 say \$4 Million

After 1980 say \$5 Million

ETOBICOKE

Before 1980 say \$4 Million

After 1980 say \$5 Million

\$9 Million

Etobicoke costs before 1980 include the cost of secondary and local street improvements. Costs after 1980 include the cost of commercial service streets.

b. Education

The cost of providing schools for the increase in school children depends upon property acquisition and building costs. Existing schools have been expanded wherever possible and the new schools proposed on fill sites due to low acquisition cost.

Land - Where possible, acquisition cost or current market value has been approximated by assembling the 1968 assessment for the relevant properties and multiplying by the following factors:

4 X assessment for residential property  
5 X assessment for industrial and  
commercial property

Approximately 30 acres of land will  
be required - cost of \$5 Million

Site costs for Public and Separate Schools proposed on filled land on the waterfront are indeterminate at the present time since they will depend upon the cost of water lot acquisition and filling. The ultimate cost of waterlot acquisition may also be

related to the rezoning of adjoining property and density provisions, but will be substantially less than acquisition of existing land with buildings and improvements.

Buildings - construction costs for extensions to existing schools and new buildings can be approximated by utilization of the Metropolitan Toronto School Board Ceiling Cost Formula for School Construction which indicates:

Junior School Costs	\$8 Million
Middle School Costs	\$6 Million
Secondary School Costs	\$9 Million
Separate School Costs	<u>\$3 Million</u>
Total School Building Cost	<u>\$26 Million</u>
Total Known Costs Land & Buildings	\$31 Million

It is assumed that this expenditure would be allocated to the Metropolitan Toronto level of government. This figure does not include replacement costs of existing schools which may have to be rebuilt before the Horizon Year 2000 due to obsolescence.

Note: It has been learned that Teachers Colleges may be affiliated and relocated relative to universities and community colleges. The cost of the 15 acre Separate School (now the

Lakeshore Teachers College) shown adjacent to the Ontario Mental Hospital site, will therefore only be determined by negotiation with the Provincial Government. Certain factors which may add to development costs such as the sub-surface soil characteristics of filled land, are also presently unknown.

c. Parks & Recreation

Park proposals are included under the total cost of implementing the Metropolitan Waterfront Plan. The cost of acquiring the Ontario Hospital site is subject to negotiation with the Provincial Government. Landscaping and recreation facilities are too nebulous to estimate at this time.

d. Urban Renewal

A preliminary estimate of cost from the Metro Urban Renewal Study (see Appendix) has been utilized. The total anticipated renewal cost is inclusive of Sector #2 North of the C.N.R. tracks.

Acquisition & Clearance	<u>Total District</u> \$6,000,000
Public Improvements	\$2,500,000
Other	<u>\$1,000,000</u>
Total Gross	\$9,500,000
Recovery	\$1,500,000
Total Net	\$8,000,000

Under the present system of Federal-Provincial-Municipal Cost Sharing arrangements, costs are likely to be divided:

	<u>Total District</u>
50% Federal	4,000,000
25% Provincial	2,000,000
12½% Metro	1,000,000
12½% Etobicoke	1,000,000

e. Summary of Expenditures

An estimate of total costs indicate:

TABLE NO. 25

	Costs in \$ Millions			
	<u>Federal</u>	<u>Provincial</u>	<u>Metro</u>	<u>Etobicoke</u>
Roads & Bridges			9	9
Schools			31	
Urban Renewal	4	2	1	1
Total	<u>4</u>	<u>2</u>	<u>41</u>	<u>10</u>

There are, however, a number of indeterminates which cannot be costed at the present time (and which are under study by other groups) such as the cost of park provision in the Metropolitan Waterfront Plan together with the cost of waterlot acquisition and lake fill to create parkland. In addition, the cost of the Lakeshore Teacher's Training College for use as a Separate

School and the Cost of the Ontario Hospital Site for a community park can only be determined by negotiation with the Provincial Government.

### 3. FISCAL REVIEW

In order to provide background material on Municipal expenditure a review of past Municipal expenditure was undertaken based upon statistics made available from the Annual Report of Municipal Statistics, Province of Ontario and which are tabulated in the Appendix under the following headings:

Table No. 33 - Total Gross Expenditures for the years 1954, 1963 and 1966

Table No. 34 - Expenditure Summary for the year 1966

Table No. 35 - Assessment Ratio Comparisons by Municipality for 1962 and 1966

Table No. 36 - Debt Ratio Comparison by Municipality for the years 1962 - 1966

This review of expenditures on municipal services was based on gross current expenditures excluding debt charges. Gross Expenditures figures indicate how the total resources available are spent, but do not measure the actual burden imposed on the local taxpayer because no allowance is made for provincial

grants and other offsetting receipts. Gross expenditures are a measure of the standard of service provided. Uniform standards are not required in respect of all services. Comparative expenditures indicate variations in the range and standards of some of the basic services provided by the area municipalities. Variations in the level of expenditures on municipal services reflect differences in taxable resources, in the characteristics and needs of the area municipalities and in the quantity and quality of services provided. The size of the municipality, its stage of development, population density, incomes, types of dwelling units, the nature and extent of industrial development and the rate of growth are all factors which affect taxable capacity and the level of municipal spending on services.

a. Gross Expenditures

A comparison of gross expenditures per \$1,000 of taxable assessment with gross expenditures per capita (Table No. 33 ) reflects inequalities in the distribution of taxable resources. Etobicoke Township was an example of a municipality able to spend considerably more per capita in 1966 with a smaller tax effort burden per \$1,000 of taxable assessment than the former Lakeshore

Area Municipalities. In effect, on the average, the Lakeshore Municipalities spent less per capita with a larger tax effort burden than Etobicoke.

Table No. 33 shows that within the Lakeshore Area, New Toronto had the highest per capita spending and tax burden per \$1,000 taxable assessment followed by Long Branch and Mimico; New Toronto in fact, provided the highest amount per capita in services of any Metro area municipality, which was probably due to its large commercial assessment percentage. In 1966 the Lakeshore area as a whole spent more than Etobicoke per capita in only three service categories, General Government, Sanitation and Waste Removal, and Public Welfare - these are shown in Table No.34 ). However, the Lakeshore only spent half as much per capita on Public Works as the Borough of Etobicoke.

b. Assessment

The comparison of assessment ratios in Table No. 35 shows that the former Etobicoke Township and Lakeshore area are reasonably close to the desired assessment ratio of 60% residential and 40% commercial. Incorporation with the Borough of Etobicoke,

therefore, should not have affected the overall Borough ratio to any extent. The most important aspect, however, is that incorporation cancelled out the former disparity between the ratios in the old Municipalities, where New Toronto had an extremely high commercial percentage against high residential percentages for Mimico and Long Branch, the burden now being distributed more evenly.

The debt ratios listed in Table No. 36 show that the 1966 (averaged) ratio for the Lakeshore Area was half that of the former Etobicoke Township. These ratios should be compared with the amount spent on Public Works in the Lakeshore Area -- indicated in "Expenditure Summary for the Year 1966" Table No. 34 . The amount spent per capita on Public Works in the Township of Etobicoke was approximately twice the amount spent in the Lakeshore area. The Borough will now have to compensate for the deficiencies by allocating more money from its Capital Works Budget to the Lakeshore Area.

#### c, Municipal Levies

In order to assist the municipalities to finance additional services, certain charges are imposed upon developers by

Etobicoke and Metropolitan Toronto as follows:

Borough of Etobicoke imposes a special charge upon redevelopment or rezoning application for apartment houses and hotels which, in the Council's opinion, would require expenditures to provide additional sanitary or storm sewer or water supply capacity. The special charge may be to cover all or part of the cost of providing the additional capacity.

"For each dwelling unit or hotel room the creation of which is authorized by the building permit,

for sanitary sewers	\$70.00
for storm sewers	\$10.00
for water supply facilities	\$20.00

An additional charge per unit for parks is made for any apartment development of 6.5 units per acre	<u>\$150.00</u>
---	-----------------

Total Charge	\$250/Unit
--------------	------------

Metropolitan Toronto: An agreement between the Township of Etobicoke and the Municipality of Metropolitan Toronto made in October 1958 states that any subdivider or lands within the Township shall pay a special charge (sewer levy) before approval of the subdivision. The charge is now levied by the Borough and

upon transfer to the Metropolitan Corporation, is placed in a special fund to provide firstly, for the payment of any undebentured amount of the capital cost of sewage works.

Secondly, it is used to repay any debentures issued by the Metropolitan Corporation for the construction of sewage works which have been approved by the Ontario Municipal Board as capital expenditures.

Sums Under the Metropolitan Sewer Levy To Be Paid by Subdividers:

- \$ 2.50 - per foot frontage for residential lands and commercial lands, other than shopping centres, within the subdivision;
- \$250.00 - per acre for all industrial lands and commercial lands designated as shopping centres within the subdivision;
- \$ 50.00 - per unit for multiple-occupancy dwellings plus \$545.00 per acre for any lands within the subdivision upon which such dwellings are to be erected.

In view, however, of the magnitude of redevelopment in the Lakeshore Area and the scope of additional services required by the new development these charges may have to be increased.

#### 4. SUMMARY

In the long term, development in the Lakeshore Area should yield a good return in taxes for the initial outlay by the Municipality.

In very general tentative terms, the residential assessment at the Horizon Year, (or full implementation of the Plan, could be in the order of \$200 Million, indicating a potential increase of roughly \$150 Million over the present residential assessment. The increase primarily represents the new assessment generated by multiple residential development.

Though the Etobicoke Study did not allocate or correlate the cost of social services with various types of housing, the "Multiple Family Housing Study" recently completed by the Planning Department found multiple residential development to be self-supporting.

Large scale apartment buildings and developments are virtually self-contained neighbourhoods. This, once again, establishes the advisability of the Borough inducing multiple residential development of high quality in the Study Area - development that would provide and integrate its own amenities without placing an undue burden on the Study Area's modest social, recreation and education facilities.

## C.12 IMPLEMENTATION

This section of the report represents a general discussion of how the Consultants visualize the Plan being implemented. A fixed program for a development of this nature cannot be adopted; it must be flexible to be viable. Generally, accomplishment of the development will require the co-operation of both the municipality and its various agencies, Metropolitan Toronto, the Department of Highways as well as the private sector of the community.

Nevertheless, an attempt is being made here to indicate the three major stages of development in a general way and even these stages must of necessity overlap in many areas.

### 1. STAGING

The staging of development is shown in Figure 42; from this illustration it is evident which areas of the municipality will be first affected. Much of the discussion will refer to implementation by the year 1980 or 2000 - the former being the established target date for many Metro programs. Later in this section a general discussion highlights certain of these factors - pointing out the need for updating this study from time to time and that reasonable flexibility be permitted in order that these important forces can be accommodated within the Plan. However, it is fully realized that there are

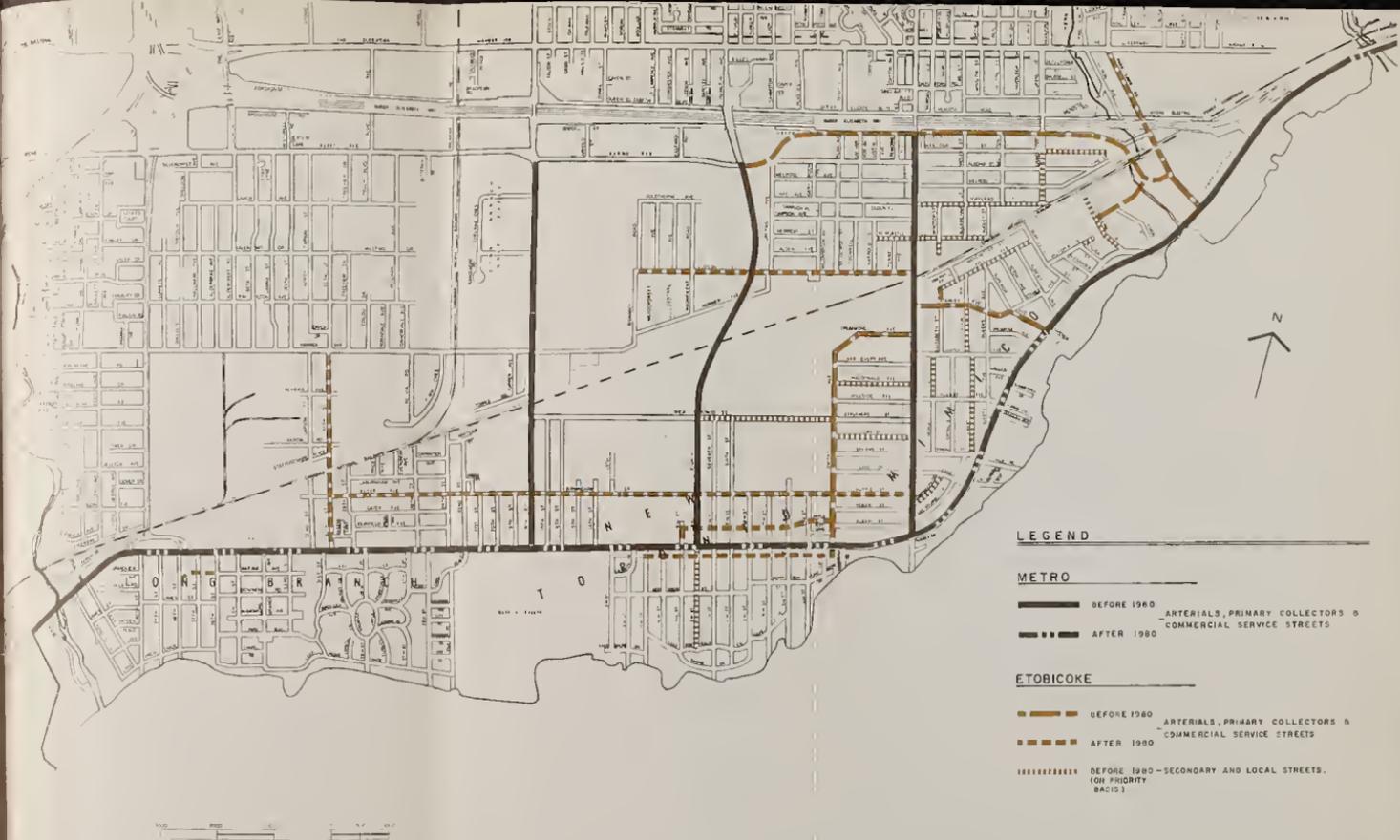
tremendous social, economic and transportation factors that could generally inviolate the staging indicated here. For the immediate, implementation of the plan is largely dependent on the provision of municipal services ; roads, parks, recreation and educational facilities. Referring again to Figure 42, the action required to permit Plan implementation would be as follows:

### STAGE 1

The development of the former Long Branch area of Stage 1 can proceed under the following provision:

- extra sewerage treatment capacity is now available in the Lakeview Sewerage treatment plant, which will permit development to proceed, however, for the full implementation of this area, the Lakeview treatment sewerage plant will have to be enlarged by the O.W.R.C. This is now in the Planning stages.

The remainder of Stage 1, the former Mimico Area north of the C.N.R. tracks can be redeveloped by utilizing the spare capacity in the existing trunk sewer draining into the Humber Bay sewage plant. In both instances, implementation requires the improvements to certain major roads and streets which are under the jurisdiction of the Borough of Etobicoke or Metropolitan Toronto, as shown on Figure 41. Local and secondary streets to be reconstructed on a priority basis (according to condition) before 1980 are also indicated.

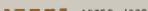
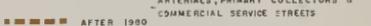
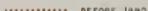


**LEGEND**

**METRO**

-  BEFORE 1980
-  AFTER 1980
-  ARTERIALS, PRIMARY COLLECTORS & COMMERCIAL SERVICE STREETS

**ETOBICOKE**

-  BEFORE 1980
-  AFTER 1980
-  ARTERIALS, PRIMARY COLLECTORS & COMMERCIAL SERVICE STREETS
-  BEFORE 1980 - SECONDARY AND LOCAL STREETS. (OR PRIORITY BAYS)





It is impossible to specifically carry out these road and street improvements to merely accommodate Stage 1, but on the basis of a probable most needed selection the following Table suggests a program of road and bridge development in the area with completion year by both the Borough and Metropolitan Toronto in accordance with their present phasing periods.

STAGING - ROADS & BRIDGES

TABLE NO. 26

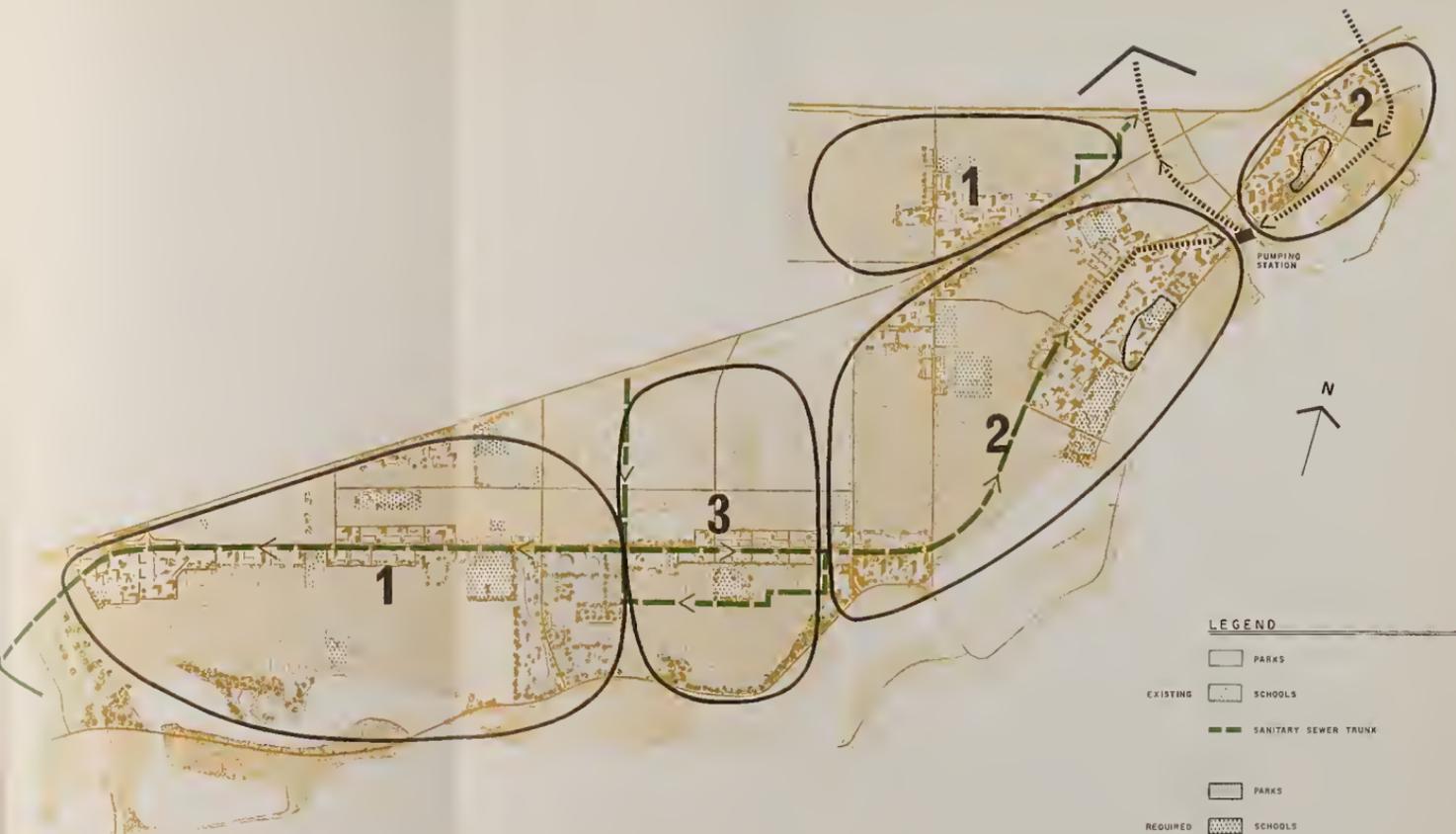
Street	From	To	Number of Lanes		Recommended to be completed before
			Existing	Proposed	
<u>BOROUGH OF ETOBICOKE</u>					
Dwight and Drummond Streets	Lakeshore Blvd.	Royal York Road	2	4	1980
Evans/Oxford Street Truck Route	Islington Ave.	Park Lawn	-	4	1980
*Park Lawn	Lakeshore Blvd.	CNR Tracks	2	4	1980
*Birmingham St.	Dwight Ave.	Elder Ave.	2	4	1980
Judson Street	Royal York Rd.	Horner Ave.	2	4	1980
Stanley & Superior Avenues	Lakeshore Blvd.	Royal York Rd.	2	4	1980
*30th Street Grade Separation			-	4	1980
Elder Avenue	Birmingham St.	30th Street	2	4	2000
*Park Lawn	CNR Tracks	Queensway	2	4	2000
30th Street	Lakeshore Blvd.	Horner Ave.	2	4	2000
Park Lawn underpass at CNR Tracks			2	4	2000

\* Items so marked are assumed to have already been considered and have not been included in the cost estimates in this report.

STAGING - ROADS & BRIDGES

Street	From	To	Number of Lanes		Recommended to be completed before
			Existing	Proposed	
<u>METROPOLITAN TORONTO</u>					
Lakeshore Boulevard	Brown's Line	Highway #2	4	6	1980
Lakeshore Boulevard	Park Lawn	Superior Ave.	4	6	1980
Lakeshore Boulevard	Q.E.W. Off-ramp	Park Lawn	4	7	1980
*Islington Avenue	Evans Ave.	Lakeshore Blvd.	-	4	1980
*Kipling Avenue	Evans Ave.	Lakeshore Blvd.	2	4	1980
*Royal York Road	Q.E.W.	Lakeshore Blvd.	2	4	1980
Islington Ave. Bridge over the CNR Tracks			-	6	1980
Lakeshore Boulevard Bridge over Etobicoke Creek			4	6	1980
Royal York Road under- pass at the CNR Tracks			4	6	1980
Lakeshore Boulevard Bridge over Humber River			5	6	2000
Lakeshore Boulevard	Superior Avenue	Browns Line	4	6	2000

\* Items so marked are assumed to have already been considered and have not been included in the cost estimates in this report.



**LEGEND**

-  PARKS
-  EXISTING SCHOOLS
-  SANITARY SEWER TRUNK
-  PARKS
-  REQUIRED SCHOOLS
-  SANITARY SEWER TRUNK
-  STAGING ①



Commensurate with this municipal construction of roads and bridges, parks and educational facilities will have to be constructed or altered to meet the demands created by Stage 1.

The specific developments we see occurring in Stage 1 are as follows:

- |             |   |   |
|-------------|---|---|
| Industrial  | - | reduction of air pollution to acceptable levels   |
| Residential | - | <p>in Long Branch redevelopment of strip commercial uses on Lakeshore Boulevard and development adjacent to the GO Station on the air rights, and Urban Renewal Sector 1</p> <p>in Mimico (north of the CNR Tracks) development East and West of Royal York Road in association with Mimico GO Station</p> <p>development in Mimico south of the tracks. Redevelopment of the pipe factory site (a portion of Urban Renewal Sector 4) may proceed subject to an assessment of sewer capacity; preliminary investigation indicates sufficient sanitary sewer capacity is available. Development of the balance will have to wait until Stage 2</p> |
| Commercial  | - | reconstitution of commercial uses, into the proposed neighbourhood shopping centres along Lakeshore Boulevard and Royal York Road in the areas covered by Stage 1 will take place as residential development proceeds. Car parking, by a Municipal Authority, to be provided for strip commercial development in Long Branch and Mimico to be reconstituted into neighbourhood centres.   |
| Schools     |   | the implementation of specific residential development will require the Etobicoke School Board to secure land for the expansion of schools in the area covered by Stage 1 and waterlots for Stage 2. Facilities must be constructed as required.  |

acquire land for air right leasing in Long Branch related to expansion of Parkview P.S.

the Separate School Board will not be able to expand Christ The King School and should immediately explore the timing of the Lakeshore Teacher's Training College relocation.

Separate School Board should acquire waterlots required for the school on waterfront shown in Stage 2.

#### Parks

the Ontario Hospital site will be urgently required to serve the population increase; it should be acquired as soon as possible.

acquire waterlots for municipal parks shown in Stage 2

the expansion of the Len Ford neighbourhood park should be commenced as soon as possible.

It is hoped that the Waterfront Development planned by Metropolitan Toronto will proceed in the near future, as this development should act as a catalyst which would encourage private developers to participate in the implementation of the Plan.

#### STAGE 2

Development within the area shown on Figure 42 as being the remainder of Mimico and the southerly portion of the former Township of Etobicoke, cannot proceed immediately. However, it is anticipated that the implementation of Stage 2 will start before 1980. The Humber Sewerage Treatment plan will have to be expanded and a new trunk sanitary sewer and pumping station will have to be constructed.

A vital aspect of this sewerage system is the location of the pumping station at the mouth of the Mimico Creek in accordance with the Borough of Etobicoke's proposal "B" Sketch 1749.

It is anticipated that the development of the Stage 2 portion of the Plan will account for the bulk of the population increase.

The proposed road and bridge schedule - Table No. 26 and Figure 41 - indicate the advisability of proceeding with the capital works program at this time to accommodate the larger traffic volumes which will be generated by development in Stages 2 and 3.

The specific developments we see occurring in Stage 2 are as follows:

- |             |   |
|-------------|---|
| Residential | <ul style="list-style-type: none"> <li>- development can proceed following the line of the trunk sewer east and west of the pumping station at the mouth of the Mimico Creek</li> <li>- development south of the CNR tracks in association with the Mimico GO Transit Station can be completed.</li> </ul> <p>Urban renewal - the balance of Sector 4 can be completed; Sector 3 can commence, but proposals for reuse involving an increase in the capacity of municipal services would be deferred until Stage 3.</p> |
| Commercial  | <ul style="list-style-type: none"> <li>- The Mimico Community Shopping Centre development can commence.</li> <li>- The Long Branch Community Centre can be implemented with related commercial service street.</li> </ul>   |

- the need for a flexible approach to the shopping developments is required, since the full impact of the Sherway Centre, which is discussed later in this report, will probably have occurred and this recommended flexible and viable approach to the shopping centres is most important.
- Parks
- by modern standards, parks and recreational facilities for the present are inadequate. It is imperative that the Ontario Mental Hospital property acquired in Stage 1 be under development and available in Stage 1 as well as Stage 2.
- Schools
- as development proceeds, existing Public Schools should be expanded as indicated in Figure No. 42, for Stage 2.

### STAGE 3

The area shown on Figure 42 as Stage 3 consists of a large central portion of the former municipality of New Toronto. The main deterrent to this area from a municipal service point of view is the overloaded sanitary sewerage system which will have to be corrected before implementation.

The specific developments we see occurring in Stage 3 are as follows:

- Residential
- areas immediately adjacent to Second and Thirteenth Streets on Lakeshore Boulevard may be able to be developed subsequent to the sewerage systems being enlarged to accommodate Stages 1 and 2
  - with the reconstitution of the commercial use along Lakeshore Boulevard, Residential and Commercial proposals for this area could be reassessed and carried out.

- Commercial
- the present reasonably prosperous centre will definitely be affected by the Sherway Regional Centre and its function will ultimately change to that of the neighbourhood shopping area.
  - after a reassessment of the commercial area, Municipal assistance will be required to provide the commercial service streets and car parking under the guidance of the recommended Car Parking Authority.
- Parks
- with the changing form and refurbishing of the commercial and residential redevelopment, the construction of a neighbourhood park between the Rotary and the Prince of Wales Parks should be carried out.
- Schools
- since Stage 3 represents the final implementation of the Plan, the expansions to the school and education will have been completed.

## 2. FACTORS AFFECTING IMPLEMENTATION AND STAGING

The preceding deals with the control and timing of Plan implementation, however, consideration of a number of variables is of the utmost importance. It is therefore considered imperative that this report be reassessed from time to time in light of the evolution of the Plan and related development factors.

### a) Municipal Services

The rate at which Municipal Services (parks, schools, roads, etc.) can be financed and constructed will determine the rate of growth in the area.

b) Public Transportation

Queen Street Subway - Recent recommendations by the Metropolitan Toronto Planning Board and Toronto Transit Commission indicate that the Queen Street Subway will most likely be built by 1983.

As indicated in Figure 36 in the Transportation section, there are several alternative routes - one is along the Queen corridor, its terminal stations at points east or west of the Humber River.

Another alternative to the direct east west alignment is the Queen-Weston route. This would follow Queen Street to about Dufferin Street from which general area it would turn north-west along the Canadian Pacific rail line and through the former town of Weston.

The availability of public transit, particularly the travel time benefit provided by rapid transit will have a number of effects on an area.

A number of transit related factors are:

- family car ownership tends to be lower than in areas less conveniently or efficiently served by transit
- transit usage is higher in areas served by a combination of surface and rapid transit
- rapid transit attracts residents having regular trip origins and destinations within the one to two mile transit corridor and its connecting rapid transit lines
- rapid transit is conducive to high density development
- rapid transit reduces automobile traffic by about 80% of the number of riders induced to use transit, i.e. for every 100 persons induced to use transit who were previously auto users the traffic volume is reduced by about 80 automobiles

- rapid transit increases municipal income through increases in property assessment.

Apart from these general considerations, if the Queen Subway is constructed to a terminal station within or close to the Study Area a considerable impetus would be given to Area development. This would be further supported by the Metro Waterfront Plan.

Should the subway be constructed along the Queen-Weston alignment, and not be extended to the Lakeshore area, then a slower rate of growth may be experienced and the realization of the proposed Lakeshore Plan may be delayed. The maintenance of the Mimico GO Station would, under these circumstances, be mandatory for the development of the Plan.

GO-Transit - In the short period since inception, the GO Transit System has had a major impact on the Lakeshore Community. Whether it is retained in its present form or another form of mass transportation is substituted, rapid transit is improving the desirability of living in the Study Area. A recent study of the system, the M. T. A. R. T. S. Special Report No. 9, May 1968, confirms the success and attraction of the GO Transit System. This report indicates that the majority of the users have a definite preference for living within a 10 minute walk of the area stations.

As there may be a similarity of service being provided by GO Transit and the proposed Queen Street Subway in the future, (depending on the alignment), there is a possibility that the Mimico GO Station may be retired. At this time the Proposed Land Use Plan has indicated parking facilities at the GO Station and an increase in residential density in the vicinity of the station. However, if the decision is made to extend the subway to this area, the operation of the GO-Mimico Station may become uneconomical and the station close. In this event higher densities may be more advisably located within easy walking distance of the future Queen Street Subway station. It is evident therefore that a reassessment of the Plan would be in order upon the confirmation of any change in the present transportation system.

#### c. Sherway Regional Shopping Centre

At this time only a very rough estimate of the effect of the Sherway Regional Shopping Centre on Study Area retail activities can be made. To prepare this estimate, the report prepared by the Sherway Shopping Centre has been used freely. From this report we have determined that Sherway will generate 50,000 shopping trips on an average week day. This figure was derived by using the graph Figure 45 shown in the Appendix. Using the 2000 Year estimates for the population for the

following trip times, we find:

within 5 minutes travel .....	16,000 people
within 10 minutes travel .....	84,000 people
within 15 minutes travel .....	290,000 people

giving a population of 390,000, lying within the overall 15 minute trip time. This population will generate about 139,000 trips per average week day. From the graph on Figure 45 it is estimated that about 35% of the Sherway Shopping trips will be generated, which is approximately 17,500. In proportion to the population, 4000 of these trips would originate in the Study Area. On the basis of an assumed population of 86,500, a household size of 3.3, and a ratio of 1.2 shopping trips per day in the Study Area, 31,500 shopping trips per day would be generated. This would result in 12% of the area's shopping trips being made to the Sherway Shopping Centre.

Using these projection procedures, we predict business in the Study Area would be reduced in the following percentages:

Long Branch	-	18%
New Toronto	-	13%
Mimico	-	8%

On this basis, it may be concluded that retail business in the present commercial strip in the Study Area would be reduced by about 10%

Caution must always be exercised in the acceptance of projections of this nature, because the figures are based only on statistical sampling averages and make little allowance for changing population habits, ingenuity and ability of competing businessmen, changing modes of transportation and the economic conditions that may prevail in the future - Nevertheless, the impact of Sherway will change the shopping habits of the Study Area - the how and the magnitude of the change is only presumptive.

d) Metropolitan Waterfront Plan

At a rough estimate the Waterfront Plan development will provide over 500 acres of open space land plus areas for community buildings in the form of apartments, schools, community recreation centre, motor hotel, etc. Most residential parts of the Study Area lie within one mile of the waterfront area which was intended as regional rather than local open space - Nevertheless, due to its proximity to the Study Area, there is no doubt that the regional parkland will be frequented by local residents. To facilitate their access to the recreation area, adequate pedestrian approaches must be provided. The development of an attractive waterfront will enhance the Area and provide an added impetus to residential location.

By inducing an increase in residential densities the Plan will also

increase assessment values. The development of the Metropolitan Waterfront Plan will prove to be a significant attraction for the location of high density residential developments as proposed by the Study Area Plan.

Due to the magnitude of development and expenditure, the Metropolitan Waterfront Plan will have to be implemented by senior levels of government, with priorities established on a Metropolitan basis. It is not possible, therefore, to determine at this time the exact staging of development in the Etobicoke sector. Development of the Mimico waterfront, predicated on the provision of the scenic loop roads, is accordingly dependent upon decisions outside the control of Etobicoke. The success or failure of this Plan is directly related to the implementation of the Metro Waterfront Plan; the rates of development are correlated. Major changes in the Metro Plan - either in concept or in projected period of development - may necessitate a review of this Study.

#### e. Traffic

The Plan recommends and envisions a system of road improvements which are necessary to accommodate the vehicular traffic which will be generated. It must not be forgotten, however, that the future traffic requirements are based on statistical growth and projection factors. It is important that traffic studies be up-dated from time to time, since the automobile population and individual use of the automobile is increasing. What we consider adequate by today's standards may

prove to be surprisingly inadequate in the future. Since traffic accommodation has become such an important aspect of Plan implementation and community environment, it is imperative that local volumes and Plan proposals are field checked and reconsidered from time to time.

#### f. Financial Planning

Cost estimates are included in Chapter 11 "Municipal Services and Expenditure". These were based upon foreseeable prices to date and, therefore, should be subject to review every five years. Only in this manner can realistic projections be made. The rate of public expenditure must be related to the financial capacity of the Municipality.

### 3. ADMINISTRATION

To this point the Study is a statistical assimilation of data, an application of planning and engineering procedures, conclusions and recommendations. Nevertheless, the onus of final implementation lies in the adoption of the report by Planning Board and Council. The subsequent policies, procedures and by-laws prepared are the actual foundation of the implementation. However, important administrative methods and controls must also be adopted by the Municipality if the Plan is to be implemented in a logical and efficient manner.

a. Planning Act

Though private land assembly is preferable, the Plan could be implemented through the Borough's use of powers provided under the Planning Act for acquiring private property. This power would be particularly useful for acquisition and for coordination of areas of specific development such as the waterlots required for the implementation of the Metro Waterfront Plan, and sites proposed for mixed commercial and residential development in the Community Centres in Long Branch and Mimico.

The sections of the Planning Act available to the Municipality are Sections 19 and 20:

- (i) Section 19 of the Planning Act - refers to the implementation of an Official Plan by enabling the municipality to acquire, hold, sell, lease or otherwise dispose of land when it is no longer required. The approval of the Minister of Municipal affairs is required and the action must be "for the purpose of developing any feature of the Official Plan."

Interpretation of the word "feature" is a matter between the Municipality and the Minister, it may be that comprehensive development of the Community Centres constitutes a "feature"; as may the development of schools with lease-back of air rights.

- (ii) Section 20 of the Planning Act - is generally known as the Redevelopment Section and has certain inherent problems rendering its procedure rather cumbersome. Basically Section 20 provides for the designation by the Municipality of a redevelopment area which means "an area within a municipality the development of which in the opinion of the Council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other reason". For an area to be designated as a redevelopment area, an Official Plan must be in effect and

the Minister must approve the by-law which defines the designated area. The Municipality is then empowered, with the approval of the Minister, to acquire land within the redevelopment area and to hold it, as well as clear or grade it in preparation for redevelopment.

In order to be able to sell, lease "or otherwise dispose of" the land, a redevelopment plan must be prepared. It must receive the approval of the Ontario Municipal Board, and the Board may approve the plan only if it conforms with the Official Plan. Amendments to the redevelopment plan must also be adopted by by-law and approved by the Municipal Board. Another time consuming restriction in Section 20 is the requirement that a zoning by-law must be enacted under Section 30 (the zoning section) for the redevelopment area before any land is sold.

It should be noted that, even with its involved procedure, Section 20 may be the only statutory provision available to the municipality, if the use of Section 19 were not approved. Since most of the work in preparing the appropriate Official Plan amendment, including plans and text, is similar to that required for the preparation of a redevelopment plan, it is suggested that initially an attempt be made to prepare the Official Plan amendment identifying certain "features"; an application could then be made for the use of Section 19. The provisions of Section 20 would be used if permission was not granted under Section 19 of the Act.

In dealing with either procedure under the Planning Act there are inherent difficulties. The political objections to the use of the power

to acquire private property for the purpose of renewal or redevelopment is well-known, but it has been increasingly found that the public interest cannot be served in any other manner. Experience has shown that, although most redevelopment occurs through the action of private investors, there is a growing number of cases where a partnership between the public authority and private investors is required to secure an objective which can be deemed by the public authority to be in the public interest.

b. Financial Planning and Programming

Cost estimates are included in Chapter 11 "Municipal Services and Expenditure". These were based upon foreseeable prices to date and, therefore, should be subject to review every five years. In this manner a realistic projection can be made upon which the rate of public expenditure can be based related to the financial capacity of the Municipality.

c. Public Information Program

Public acquisition and the use of powers under the Planning Act is invariably subject to criticism from the general public. In order to assist the Municipality in achieving the aims of the Plan an effective citizen participation program should be prepared providing Public information and enlisting support in Plan objectives. Ratepayers

groups should be consulted and involved in neighbourhood improvement programs on a continuing basis.

d. Development Section

It is recommended that a Development Section with a Development Officer under the jurisdiction of the Director of Planning be incorporated within the Planning Department, to promote and co-ordinate large scale urban development as well as deal with the Urban Renewal function and citizen participation in neighbourhood improvement programs.

e. Development Controls and Methods

Implementation of this Plan will be accomplished through appropriate objectives, policies and programs which will have to be adopted, adhered to and carried out by the Municipality from the outset.

Development policies, controls and methods are, therefore, vital.

Among the most important of these are as follows:

- (i) "Areas of stability" where rezoning will not be considered for a number of years should be indicated. While maintaining public confidence in neighbourhood stability and desirability, continued maintenance would be encouraged.
- (ii) Incorporation of development policies into the Official Plan Amendments required for the Area. Strong development control founded on official development policies can be exercised and maintained when approving redevelopment projects which comply with the established policies.

- (iii) Subsequent to (ii) above each approval would be confirmed by a Specific By-law under Site Plan Control and by other means necessary to ensure that development is implemented as approved. Densities as outlined in the Plan should be maintained since exceptions to the recommended densities granted by the Borough would only encourage speculation. This frequently results in pressure for a general increase in density.
- (iv) A system of specific physical design and development standards should be prepared by the Borough as a guide for private developers.
- (v) Preparation of a District Plan, and the relevant Official Plan; ultimately Zoning By-law Amendments to implement the Plan.
- (vi) General enforcement of the Minimum Housing Standards By-laws.
- (vii) The adoption of Subdivision and Part Lot Control By-laws for the entire study area (from the Humber River to Etobicoke Creek) to supersede By-law 133.
- (viii) Establishment of a liaison between the Municipality and the new Waterfront Agency formed subsequent to adoption of the Metropolitan Waterfront Plan, to co-ordinate and control land fill and Municipal Services.

#### f. Interim Control

In the interim period, while a District Plan is being prepared for incorporation into the Official Plan, the existing zoning by-law in a number of instances will not serve as a "holding by-law", in that an amendment to the by-law is required to permit development to proceed. Some of the residential zones in the existing by-laws and areas so designated, are presently of a higher density than those proposed in the Plan.

## CONCLUSION

It has been previously stated that the Borough should not allow densities over those proposed in the Plan. Strict control is recommended since the Borough will be involved in even greater expense than foreseen in the Plan, the rate of population increase being dependent upon the programmed provision of all necessary services to serve redevelopment. Indeed, the Ontario Municipal Board in approving the specific amendments to the zoning by-law can be expected to require certification of the availability of certain services. The allocation of public fiscal resources to provide all necessary services for expected redevelopment should, therefore, be geared to population projections based upon a continuing input of relevant detailed survey information.

## D. THE SOCIAL PLAN

### 1. THE STUDY AREA

The Lakeshore area lies west of the Humber River between the C.N.R. tracks and Lake Ontario. It comprises the former municipalities of Mimico, New Toronto and Long Branch which amalgamated with the Township of Etobicoke on January 1, 1967 to form the present Borough of Etobicoke.

The Lakeshore is an industrial and residential area at the western terminus of a downtown streetcar line. It was developed before the recent rapid increase of population in the outer suburban areas, and it resembles the inner city municipalities more than it does the former Township of Etobicoke. Its early development as an industrial satellite of downtown Toronto is reflected in the fact that about one-third of the residents live and work in the Lakeshore area. The transportation links with the city will be further strengthened if the proposed Queen Street subway is built.

### 2. POPULATION CHARACTERISTICS

Table 27 in the Appendix contrasts the Township of Etobicoke with the Lakeshore area over the period 1941-1966 in terms of population growth. In 1941 the Lakeshore area had a larger population than Etobicoke Township but by 1951 this situation was reversed. Between 1951 and 1961 the

Lakeshore population increased by 11,372 or 36.4 per cent while the Township of Etobicoke grew by 102,256 or 190.1 per cent. This situation reflects a continuous trend in population growth. Between 1951 and 1961 the Townships of Etobicoke, North York and Scarborough accounted for 447,312 or 89 per cent of the total population increase of 501,317 in Metropolitan Toronto. The 1966 census showed that in the five years since 1961 the Lakeshore area had grown by 3,010 or 7.1 per cent or from 42,635 to 45,645, compared with an increase of 63,507 or 40.7 per cent in Etobicoke Township.

The population of the Lakeshore area in 1961 and 1966 is presented in Table 29 by municipality and by census tract. In Mimico, with an increase of 1,219 or 6.7 per cent, a new tract was created in 1966 to equalize population. In New Toronto we note some reduction in Tract 146, the Lakeshore Psychiatric Hospital. The population of Long Branch increased by 17.6 per cent. It is estimated that 1,400 of the 1941 increase of population in Long Branch may be attributed to apartments built since 1961.

#### a. Age of Population

The data in Table 30 in the Appendix is from the 1961 Census and it is presented to facilitate comparison of the study area with the rest of the

Borough, with the City of Toronto, and with Metro as a whole. With respect to age of population, the Lakeshore area had fewer children and more people 65 and over than the Borough of Etobicoke as a whole. Etobicoke has been more recently settled and inhabited predominantly by young families. Table 31 in the Appendix includes the age distribution for the Lakeshore area at the time of the 1966 Census. This Table gives an indication of the loss of population in the older groups and an increase from 5,584 to 8,081 in the 15-24 age group. This is characteristic of the population of Canada in that the large number of children born after World War II are entering their late teens and early twenties at this time.

Thus there are fewer children per family in the Lakeshore area who are attending elementary schools than in the average for the Borough of Etobicoke as a whole. A summary of "Lakeshore School Enrollment" indicates that the number of elementary school children has declined slightly since 1961. A total of 4,615 children were enrolled in the schools in this area in 1961, and a total of 4,551 in January, 1968. Enrollment in the Secondary Schools has increased by approximately 50 per cent from 1,496 in 1961 to a high of 2,155 in January, 1968.

A larger per cent of Secondary School students in the Lakeshore area are concentrated in science and technology courses than students from other parts of the Borough. The per cent of students enrolled in Arts and Science courses is somewhat smaller than the average for the Borough.

The young adult group, that is, those between 15 and 24 years of age, is also the peak age for migration. There is some indication that the Lakeshore is attractive to many newcomers to Metropolitan Toronto because of the relatively inexpensive housing available close to the downtown area. One informant spoke about the Lakeshore area as an area of settlement for migrants from the Eastern Provinces. In Mimico there is an identifiable group of Italian speaking families who have come to the Lakeshore as a second area of settlement from the City. There is a high rate of turnover of population in all three Lakeshore areas as measured by the number of persons at the time of the 1966 Census who had been in their place of residence less than five years.

b. Mobility

Table 31 in the Appendix indicates the mobility of the population of the Lakeshore area between the 1961 and 1966 Census. Approximately one

half of the residents in the Lakeshore area changed their place of residence between the 1961 and 1966 census count. The precise influence of increasing apartment living is not known at this time, but this may be a significant factor in the high mobility of fifteen to twenty-four year old age group. Any large increase in the number of high rise apartment buildings, or in the migration of immigrants or migrants to the area may result in increasing mobility of the young population. Presently however, the Lakeshore area is still composed chiefly of native born Canadians.

The figures of ethnic groups (Table 30) again identify the Italian settlement in Mimico and also show a relatively large ethnic population in New Toronto. The Lakeshore Psychiatric Hospital offers employment to many residents of the area and particularly to immigrant nurses and domestic workers. The presence of this group is further indicated by the number of one-person households and households with lodgers shown in Table 34 for New Toronto.

### c. Family, Household and Dwelling Characteristics

Table 34 in the Appendix indicates that with the exception of Mimico, the composition of families in the Lakeshore area is not significantly

different from that of Metropolitan Toronto as a whole. Mimico has the lowest average number of children per family in Metro Toronto and the largest number of childless families. In this respect, Mimico is more similar to the City of Toronto than to other suburban communities. This is also the case with respect to one person households. Compared to the City of Toronto, the Lakeshore area has a low per cent of households with lodgers. However, the per cent of lodgers living in households in the Lakeshore area is considerably higher than that of the Borough of Etobicoke as a whole. This factor reflects the lower socio-economic status of the Lakeshore area as compared to the former Township of Etobicoke.

### 3. SOCIAL CHARACTERISTICS

A small number of random, unstructured interviews were conducted with residents of the Lakeshore area. Certain predominant tendencies did show up and were later confirmed in discussions with union officials, agency staff members and public officials with contacts in the area. The following tendencies were consistently indicated in these interviews:

- a. The geographic orientation of the residents of the area is essentially east and west. When most residents leave the area for work, shopping or visiting, they generally move east or west, and rarely

northward. If residents were looking for a new home or had recently moved into the Lakeshore from another nearby area, it was usually to or from Mississauga, Port Credit or West Toronto. The residents are very familiar with downtown Toronto, West Toronto and sometimes, towns as far west as Burlington but have relatively little contact with individuals or organizations in the northern part of the Borough, i.e. north of Queen Elizabeth Way.

- b. A very large minority of Lakeshore residents earn their livelihoods within the area, travelling only a few minutes to their jobs. There is a high ratio of people living within fifteen minutes journey to work. Those who live and work in the area are mainly industrial and clerical workers, Managers, owners and storekeepers of commercial and other enterprises of the area tend to live outside the Lakeshore area. The Lakeshore area is a reception area for youths and adults migrating from the Atlantic Provinces and other parts of Ontario. In this respect it is similar to the adjacent parts of the City to the east.
- c. What is known of social relationships in the area indicated that a large number of residents in the area (possibly most) have friends, relatives in the Lakeshore area and in the adjacent districts mainly to the east and west. Significant social relationships in the Lakeshore area are based on kinship, origins in other parts of Canada, neighbourly relations, contacts at work, membership in labour unions and sporting activities. It appears, however, that there is no larger sense of a Lakeshore community. The resident may see himself as part of a kinship group, a Maritimer, a Muskokan, a resident of a street, a member of a union or other group, but has little conception of a Lakeshore community or himself as a "Lakeshorean". This pattern is not unusual for an urban district. However, social ties based on kinship, home town origins and streets tend to be more pronounced in areas with a high proportion of production workers.

- d. Lakeshore Boulevard, the main artery, is a shopping centre, promenade and informal meeting place. During the daytime hours, the influence of women, small children and senior citizens is felt. In the evenings a large number of teenagers and young adults in all types of dress and hair styles appear in large and small groupings. A large number of the young people who gather on Lakeshore Boulevard appear to be attracted there from other areas of the Borough.

The Lakeshore area has many of the visual and behavioural characteristics of the downtown of a modest-sized Ontario city. It is only a short walk from anyone's home to Lakeshore Boulevard with its strips of stores and other attractions. This might be the essential attraction for the Canadian migrants who move into the area. This attraction is especially strong for young people and for many adults as well.

- e. Juvenile Offenders and Crime Records tend to vary directly with the density of population and with the proximity of places like bars, clubs, movie theatres and other locations where large numbers of people congregate. The Lakeshore strip, like downtown Toronto, attracts many people from residential areas and from outside the community in the evenings and on weekends. Tables 32 and 33 indicate that the crime rate per 100,000 population in Police Division 21, the Lakeshore Area, is considerably greater than the rates for the Central and Northern parts of the Borough of Etobicoke. The rate of 45.9 per 100,000 is almost equal to that of Metropolitan Toronto as a whole, which includes the high rates found in the inner city.

#### 4. COMMUNITY SERVICES

This survey describes many of the services and facilities located in the area. Some facilities have recently moved from the area or may move in the future as a result of development planning. Other, i.e., Boy Scouts, Children Aid Societies, Churches, etc. have not been described although they do render important services in the area.

a. Facilities Which May Be Moved From The Area

This section will refer to a number of social services in the Lakeshore area. Some agencies and institutions serve the entire Metropolitan area.

For example, the Mimico Reformatory operated by the Provincial Department of Reform Institutions is located in the Lakeshore area. This institution will be demolished in the future and will be replaced by industry. The Lakeshore Psychiatric Hospital, an Ontario Government Institution, serves patients from North York, Etobicoke, Peel County and residents of the Lakeshore Area. The hospital operates an outpatient clinic as well as providing residential care. Its location in the Lakeshore area is strategically near major transportation routes. If any change in the location of the hospital is contemplated, the new location should afford good access. Except for some employees who live in the local community, the hospital seems to have few local ties. There are also six nursing homes located in the Lakeshore area with a total bed capacity of more than two hundred. Many of the occupants of the homes come from other parts of Metropolitan Toronto but mainly from the west Toronto, Etobicoke and other relatively nearby areas. Most of these

homes are located in a large older building. The homes are privately operated but most have one or more patients whose fees are paid by the Department of Welfare. Five of the six nursing homes are in the former town of Mimico and are located in areas that might be affected by changes in transportation or redevelopment towards higher densities. Land use changes and changes in densities could result in eliminating the nursing homes from their present locations. Replacements (under private or public auspices) should be located somewhere in the western sector of Metropolitan Toronto.

b. Change in Service Patterns

There are fewer community services operating from local facilities today in the Lakeshore area than there were in the past. The Family Service Association had a branch in the Lakeshore area which provided counselling services to youths and families. This branch was closed down recently because of financial pressures. The Family Service Association now provides services to Lakeshore residents from the Etobicoke branch on Dundas Street West. The Y.M.C.A. also maintained a small branch with a number of group and recreation services on Lakeshore Boulevard. This agency now

operates only a part-time rooms registry service which is scheduled to be moved to the West Toronto branch later this year. Lakeshore residents seeking certain Y.W. services, such as group programs or physical facilities, must now use the West Toronto Branch. Other programmes are still being operated in the Lakeshore area on a decentralized basis. The Y.M.C.A. has also closed its Lakeshore branch. Some services are available through the Etobicoke Branch Y.M.C.A.

The three former Lakeshore municipalities each had separate public health services operating in each township. The three public health offices have been closed and all personnel and services are now provided out of the Borough of Etobicoke offices on Burnhamthorpe Road.

c. Manpower and Retraining

A Canada Manpower Centre is maintained on Lakeshore Boulevard. The Centre serves an area which is wider than the Lakeshore. However, this governmental organization is significant to the residents of the area. The Centre provides unemployment insurance payments, job placement, assists business and industry in finding

workers, provides job counselling for youths, adults and handicapped persons, arranges for retraining and payment of retraining allowances, and assists workers moving to jobs in other parts of the country. The Centre can also arrange for special testing and counselling at other location. Because of the movement of young people in the area, the needs of young workers receive special attention in the C.M.C.

The Ontario Manpower Retraining Program, Etobicoke Branch, has its offices in the Lakeshore area. The O.M.R.P. provides educational upgrading for adults needing grades VII through XII and also arranges for trade training for persons approved by the Canada Manpower Centre (who also pay retraining allowances). Projected physical changes in the area should not result in moving this significant service from the Lakeshore. All of the existing Manpower programs in the Lakeshore area should be maintained and strengthened.

d. Leisure Time Service

Leisure time services are examined in two groups: (1) recreation and group services; (2) adult education services.

The public recreation facilities of the area include parks, playgrounds (and summer play schools) operated by the Borough Recreation Department. The facilities currently in use are mainly those created by the three former Lakeshore municipalities. The policies of these municipalities were to provide physical facilities and leave operation and program to non-profit organizations. Agreements were made with service clubs and membership organizations for the management and operation of swimming pools, senior citizens clubs, a youth centre, lawn bowling clubs and tennis clubs. Most of these arrangements are long term agreements and leases which expire within the next thirty or forty years. The facilities are widely used by residents of the community. There does not appear to be serious restrictions on use by large numbers of people in the community, nor improper discrimination in terms of eligibility.

There are many values in having citizens groups operating community recreation facilities. This practice might well be continued in the future as additional facilities are created. However, the Borough Recreation Department should re-evaluate each of the programs now found in the Lakeshore to determine if

these services meet the current standards of other programs provided by the Department. The leases and agreements should be modified, if necessary, to allow the Borough the authority to conduct periodic reviews and to terminate the arrangements if minimum standards are not met. Almost all of the facilities, especially active sports areas, are heavily used. It is obvious that the area is short of almost every type of recreation facility.

Residents of the Lakeshore and Borough officials have shown considerable interest in the needs of youth. The Roads End Youth Centre, operated by the Borough in the former Long Branch municipal building, is a useful innovation providing a flexible program for certain types of young people.

It is widely agreed by respondents in the Lakeshore area that there is a need for more youth centres (including drop-in centres) to meet the various social, athletic and intellectual needs of youth in the area. The Y.M.C.A. should be assisted to re-open its facilities and to expand its group programs in co-operation with developing public services. It is to be regretted that these services have been curtailed and both the Y.M.C.A. and Y.W.C.A. should

be enabled to restore and expand programs (including a nursery school). Both organizations should receive assistance from the Borough in the form of financial grants for operation and for physical facilities.

In planning facilities for the Lakeshore area, it should be recognized that the socio-economic character of the area will require a high rate of facilities for youth and adults - higher than the Borough of Etobicoke has been accustomed to providing. The character of the area might also mean that program costs will have to be subsidized to a greater extent than Borough policy has previously allowed.

Projected increased population through increased densities in the Lakeshore area will require that community facilities be provided to a greater degree than the standards used for less densely populated single-family housing. The Thistle town experience has shown that if high densities are mainly for low and lower middle income families, then the need for facilities and programs will be the greater.

e. Housing in the Lakeshore Area

The housing stock of the Lakeshore area provided shelter for mainly low and lower middle income families with children, childless families and non-family households. A large number of these families are headed by industrial workers and aged persons. As pointed out elsewhere in this report, the area is similar in many respects to west Toronto or the central district of a medium-sized Ontario city.

The Metropolitan Toronto Urban Renewal Study indicates that most of the housing in the area is in good condition. However, an estimated 480 or more dwellings will have to be removed for urban renewal purposes. Other dwellings will be removed as apartment development proceeds. There will be need for adequate relocation services.

Large scale apartment development will call for change and expansion of community facilities. A number of studies (including the S.P.C.'s Preliminary Study of the Social Implications of High Density Living Conditions) indicate that in general apartment dwellers need and demand more community facilities of all types than residents of single family homes.

f. Housing for Youths and Young Adults

Because the Lakeshore area has a large number of young people (as indicated earlier in this report), there is need for special housing for young people. Many of these young people migrate from other parts of Canada. General hostels providing housing for young people not living with their families is an urgent need at this time. This need will expand as the community expands. These might be built by voluntary non-profit associations under Section 16 of the National Housing Act.

g. Adult Education

Adult education services are provided through the evening courses in the secondary schools, libraries and other institutions. With increased densities, and if the present pattern of receiving young migrants continues, there will be an increased demand for adult courses of all types. The three public libraries of the former Lakeshore municipalities have been amalgamated with the Etobicoke system. The rate of library use is lower than for the remainder of the Borough.

All of the adult education services (including the libraries) need a thorough evaluation to determine whether present programs are

suitable to the needs of present and future populations. For example, different types of library services may be indicated rather than the present practice of simply merging three local branches. This study should attempt to predict the direction of future programs of the Board of Education, the library, the Teachers College and voluntary organizations. The requirements for such an evaluation were beyond the scope and resources of this study.

#### h. Senior Citizens Services

The percent of senior citizens is larger in Lakeshore area than in any other part of the Borough. (See Table 4 in the Appendix). There is only one senior citizens facility, while other senior citizens programs are operated out of other community facilities. The Lakeshore Senior Citizens Council provides a modest program of visiting and home served meals for the aged. The scope of senior citizens programs might be extended by making the fullest use of existing facilities, especially during the daytime hours.

#### i. Welfare Services

The Metropolitan Toronto Department of Welfare maintains a

small sub-office in the Lakeshore area. The staff of this office is likely to expand. Future growth of Welfare services in the direction of counselling services will expand the role of the Lakeshore sub-office in the community. The work of Welfare Departments is closely related to that of the Department of Public Health. The co-operation and communication of the two departments could be greatly enhanced if the Etobicoke Department of Health were to establish a public health nursing office in the Lakeshore, preferably with Health and Welfare Services in one building.

j. Day Care Services

In view of the predominantly working class characteristics of the population of the Lakeshore area, and the increasing number of women entering the labour force, the need for day care services is likely to become more acute than at present. There is one day care centre located in the area which is privately operated. The capacity of this centre is 60 children for full day services, and 12 children for one half day nursery school services. The cost per child for full day care services is \$15.00 per week. Recently announced plans by the Metropolitan Toronto Welfare

Department indicate that the James S. Bell Centre is scheduled to open in the Fall of 1968. Projected population increases will require considerable expansion of both private and public day care services.

## 5. ADDITIONAL SERVICES

In addition to the expansion of modification of services outlined above, the following new services are needed in the Lakeshore area. The need for these services will become critical if projected plans involving increasing densities of population are realized.

### a. Lakeshore Information and Service Centre

This service would provide information to people who telephone or walk in from the street regarding services available in all parts of Metropolitan Toronto. It would help people to fill out application forms for various communal services (e.g. pensions, welfare, etc.) Some people may need help in learning to read the want ads in the daily newspapers for jobs and housing. This centre would provide very limited counselling services aimed at helping the individual to use the services of the Metropolitan Community.

One of the important values of the centre would be in the valuable liaison created between the residents and the various social, economic and educational opportunities available in Metropolitan Toronto. It would also help to improve the quality of life by giving an opportunity for community service at the local level for active and able citizens, and by assuring people in distress (the aged, the ill, the needy) that help is close at hand. This operation could be expanded to provide a relocation service when urban renewal projects are undertaken. Financing should be mainly from public sources. The costs of this Information and Service Centre would be approximately \$40,000 per year. It is proposed that in order to test out the feasibility of the Centre, a demonstration project grant be sought from the Department of National Health and Welfare. Recreation services should be improved by the expansion of the neighbourhood playgrounds and parks. School facilities should be modified and improved so that the buildings and grounds can be used by children and adults when not used for teaching purposes. It should be borne in mind that most children do not like to go too far from home. Improvements and expansions in children's facilities should be made to allow children to find the

major part of their play activity within a quarter of a mile from home. There should be at least two major social and athletic centres for older youths and adults, including facilities for meetings, arts and crafts, and most of the major sports, such as swimming, basketball, tennis, ice skating.

There should be additional senior citizens' centres in the area. These can be built under the Elderly Persons Centres Act, by which the province will match municipal and volunteer funds for capital costs. In the future, the province can be expected to increase the amounts provided for operating costs. These centres should be operated as part of the Borough recreation system.

The Lakeshore area has experienced a number of problems with youth and young adults because of the lack of facilities. The Y.M.C.A. Drop-In Centre and the Roads End Youth Centre have already indicated the types of facilities that are needed. It is proposed that the Borough establish two more youth centres in which an informal drop-in atmosphere will prevail. To the greatest extent possible there should be a high degree of autonomy for the participants. However, experienced staff should be

available to provide advice and guidance where needed and to help individuals who need special assistance. These centres should be designed to accommodate not more than fifty persons at any time. Otherwise the supervision problems increase and the ability of the participants to govern themselves declines. The Borough should provide the facilities and staff with a local citizens advisory committee for these centres appointed by the Borough Council. The Y.M.C.A. drop-in centre should receive financial support from Borough for continuation and improvement of its operation.

There is also need for Lakeshore Community Services Centre in the area. This centre could provide sufficient space to accommodate the Manpower centre, the sub-office of the Metropolitan Toronto Welfare Department, the Information and Service Centre, Public Health Nursing and other related services. It should be designed to allow for expansion if desirable to provide space to mental health, family counselling, child welfare, probation and clinics, or other specialized social services at this local level. All of these social and health services are interrelated and often serve the same families simultaneously. Communication, co-ordination and efficiency of service will be greatly enhanced by having them located in one building.

### SUMMARY

In summary, the data we have collected and analyzed indicates that the Lakeshore area is composed largely of native Canadians of lower middle class socio-economic status, but with an increasing number of immigrants and migrants who are settling in the area. The area is characterized by an increasing population of younger people, primarily in the 15 to 14 year old age range. It is generally an area of high mobility with approximately one half of the population in Mimico changing their places of residence annually. The population of the Lakeshore area increased by only 3,010 persons or 7.1 per cent between the 1961 and the 1966 Census.

The Lakeshore area is an important reception area for youth and young adults who migrate from the Maritimes and other parts of Ontario. Most of the residents are oriented towards the City of Toronto or westward rather than towards the central and northern parts of the Borough. There appears to be little sense of community identity, and residents tend to view themselves as Maritimers, union members, or by other formal or informal associations. Delinquency and other problems tend to reflect City of Toronto or Metropolitan Toronto patterns rather than those of other suburban areas.

Financial and other pressures have resulted in the Lakeshore area losing a number of locally based community services during recent years. There is obvious need for an expansion of some services to meet the needs of the present population. Projected population increases will certainly result in needs for vast expansions in specialized and recreational services for an increasing youth population, recreational and other services for the aged, a greatly increased supply of senior citizens' housing, a vastly expanded park and recreational centre building program, hostels for a mobile young adult population and counselling services for families and children.

## CONCLUSIONS

1. There has been a steady increase in the number and proportion of apartments in Metropolitan Toronto. Construction in Metropolitan Toronto since 1958 has provided more apartments and row houses than any other type of dwelling. If the trend continues, the majority of dwellings in Metropolitan Toronto will be apartments.
2. Apartments are serving the housing needs of childless families, and the unmarried. However, if the ratio of apartments to other types of housing continues to increase, apartments will have to meet the needs of families throughout the entire life cycle.
3. Analysis of statistical data available indicates that area-wide averages of number of children and family size in apartments are not useful for planning schools and community facilities. While precise mathematical predictions cannot be made, it can be stated that more families with children will be found where rents are lower, where multi-bedroom apartments are available, where locations are less favourable, and where landlords exercise less choice. Where the opposite conditions prevail, more childless families, unmarried persons and older persons are likely to be found.

4. An examination of the social science literature related to housing indicates that high-density living conditions present a number of problems, if housing is to be a support to sound family and community life. Observations and interviews in apartments, maisonnettes and row houses were completed. The literature and the case studies point to the following problems about apartments as they are currently known:
- a) Increased densities usually mean diminished housing space. Units are smaller, contain fewer rooms and require families and individuals to satisfy many of their needs outside the family home.
  - b) As most apartments were either not designed for children or not designed for the numbers that they have come to house, the play and regulation of children present serious problems. Families overcome these problems by strenuous efforts but children remain a source of difficulty and friction for management and tenants.
  - c) Men in apartments take on extremely passive roles as most of the masculine tasks are taken over by management. Men appear to have a more active role in forms of high density development, such as row houses.
  - d) The structure of most apartment houses places the tenants in a situation of constant interaction through the sharing of hallways, elevators, laundries and the carrying of sound through walls and floors. This frequently results in patterns of behaviour such as withdrawal from contact or uniformity which may not satisfy needs for individuality and for sociability.
  - e) Families with children in low and medium-rent apartments are as likely to become involved as fully with their neighbours as families in the suburban housing developments.

- f) High densities, accompanied by poorly planned land use and poorly designed dwellings, are closely associated with declining birth rates, and increasing social disorganization.
- g) Multiple-family accommodation requires careful and sensitive management of both buildings and people, and the quality of that management is important to community morale and family behaviour.
- h) High densities, containing small dwelling units, result in increased need and demand for community services, facilities and personnel to meet the social and emotional needs of individuals and families and to regulate the behaviour of people.

Many of the social problems raised by high densities are related to size of dwellings and the use of space, problems which might be met by technological change and architectural developments.

The above considerations suggest, among other things, builders of high density apartments, particularly those which will house families, must begin to pay far more attention to relationship and social problems of individuals and families than has been the case in the past. Increasingly mothers of children are entering the labour force in order to help meet the high costs of living, including apartment rents, and thus present needs for community facilities and services. Attention must be given to providing space and facilities for day nurseries, and other rooms and facilities suitable for social, recreational, and informal educational purposes. These must be planned to meet the particular needs of the various groups who will live in the building; children, teenagers, young adults, middle aged adults, or senior citizens. Provisions of this type can help counteract

the alienation and loneliness which is characteristic of many people living in high density living situations. Modern housing should not merely house people; its design and facilities should also contribute to creating a higher degree of socialization and morale.

### RECOMMENDATIONS

1. Because of the special characteristics of the Lakeshore area and the imminent changes, the Borough should engage the Social Planning Council of Metropolitan Toronto, to advise the Planning Board and other municipal bodies on the development of community services.
2. The development of large apartment concentrations in the Lakeshore as elsewhere, requires new guidelines and standards for community services. Some preliminary studies in this direction have been undertaken. The Borough should initiate and support the development of these guidelines.
3. The sites made available through urban renewal clearance should be used to provide housing for a wide variety of low and middle income families through public housing, limited dividend housing, co-operative and condominium housing. This should include housing for senior citizens, hostels for youth and other low income groups.

4. There should be a thorough study of all of the adult education services, including those provided by the libraries, to recommend programs suitable to the needs of the present and future populations of the area. This study should be undertaken jointly by the Borough and the Board of Education.
5. At an early date there should be a study of future relocation needs. A relocation service should be established to develop relocation services as the need arises. This service could be an integral part of the proposed health and welfare centre and very closely related to the information and service centre proposed for the area.
6. A hostel for young persons should be provided. This hostel might be built by the Ontario Housing Corporation and managed by a volunteer board of directors.
7. The Borough of Etobicoke should undertake a comprehensive housing standards program for the Lakeshore area. The purpose of the housing programs should be the conservation and preservation of the housing stock especially in low income sections. The administration of the programs should emphasize education and community participation with inspection and enforcement in a secondary role.

8. A Lakeshore Information and Service Centre is an essential service for the people of the area and should be considered as outlined on Page 302 of this Report. This service might be located in the proposed Lakeshore Community Service Centre, a building in which several services would be housed jointly.



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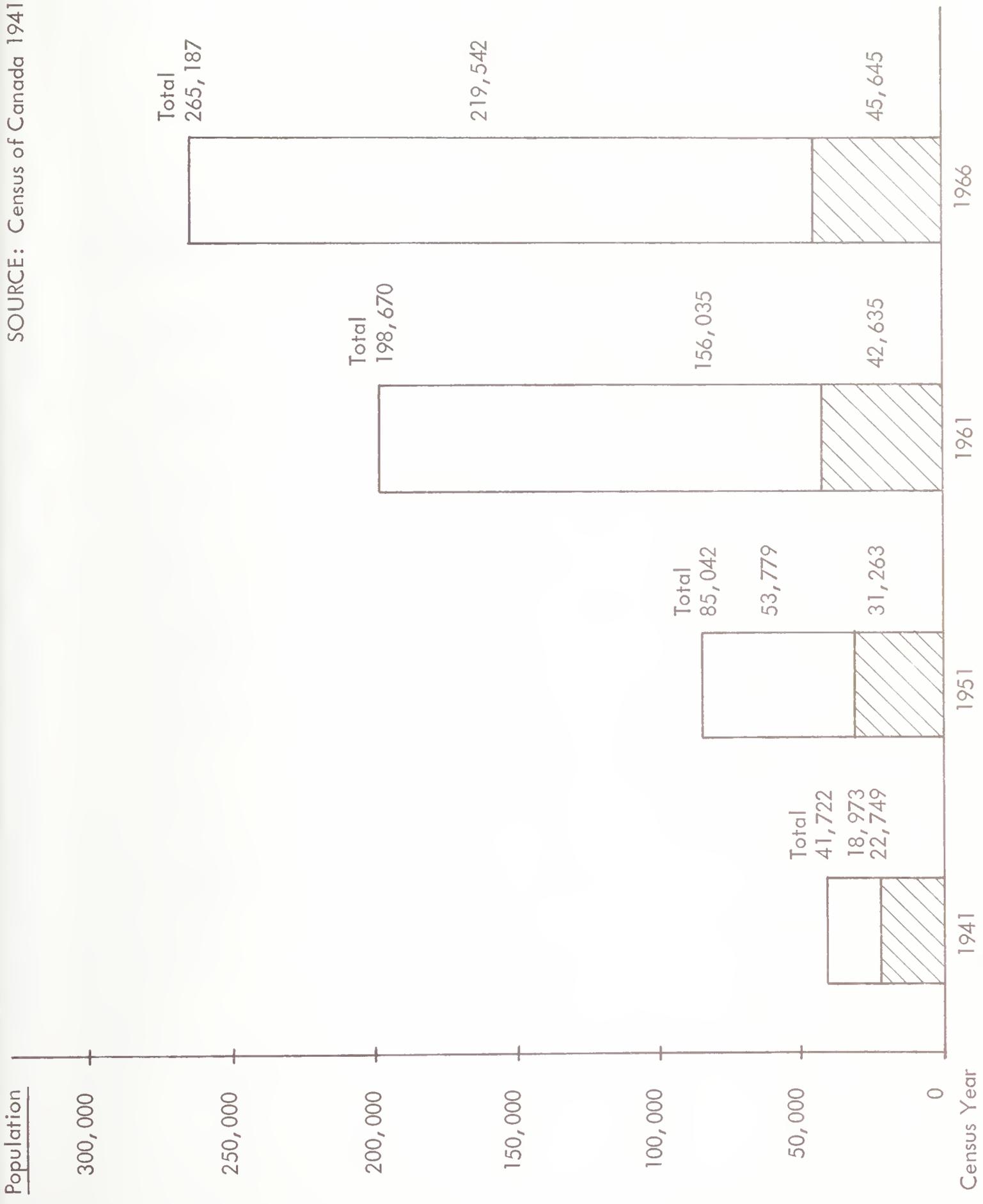
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SOURCE: Census of Canada 1941, 1951, 1961, 1966



Population of the Township of Etobicoke and the Lakeshore Municipalities 1941-1966

Population Change in Metropolitan Toronto Between 1961 and 1966  
with particular reference to the Borough of Etobicoke and its Former  
Constituent Municipalities.

Census of Canada 1961, 1966

<u>Municipality</u>	<u>1966</u>	<u>1961</u>	<u>Population Change</u> <u>1961 - 1966</u>	
			N.	P.C.
Metropolitan Toronto	1,881,691	1,618,787	262,904	16.2
Borough of North York	399,534	269,959	129,575	48.0
Borough of Scarborough	278,377	217,286	61,091	28.1
Borough of Etobicoke	265,187	198,670	66,517	33.5
Former Township of Etobicoke	219,542	156,035	63,507	40.7
Former Lakeshore Municipalities	45,645	42,635	3,010	7.1
Borough of York	145,721	139,360	6,361	4.6
Borough of East York	95,450	90,988	4,452	4.9
City of Toronto	697,422	702,524	5,102	- .7

1961-66 Population Change in the Lakeshore Area, by  
its former municipalities and by census tract

		<u>Census of Canada 1961, 1966</u>		<u>Population Change</u> 1961-1966	
		<u>1966</u>	<u>1961</u>	N.	P.C.
Lakeshore Area		45,645	42,635	3,010	7.1
Mimico		19,431	18,212	1,219	6.7
Tract	140	3,331	3,434	103	- 3.0
	141	4,285	4,338	53	- 1.2
	*142	3,990	3,756	234	6.2
	143	2,133	2,186	53	- 2.4
	306	5,692	4,498	1,194	26.5
New Toronto		13,234	13,384	150	- 1.1
(excluding Lakeshore Psychiatric Hospital)		12,099	11,914	185	1.6
Tract	144	3,476	3,343	133	4.0
	145	2,779	2,664	115	4.3
	**146	1,135	1,470	335	-22.8
	147	5,844	5,907	63	- 1.1
Long Branch (Census Tract 148)		12,980	11,039	1,941	17.6

\* Tract 142 was divided in 1966 to make Tract 306

\*\* Lakeshore Psychiatric Hospital

Population Characteristics for Metropolitan Toronto,  
The Borough of Etobicoke and  
City of Toronto (Cont'd).

Census of Canada 1961

Area	British Isles	Ethnic Group			Schooling			Juvenile Offenders. 1963 - 65 Per 1000 Youth
		Italian*	German*	Other*	Highest Grade Attended by Population Not Attending School in June, 1961 Elementary**	High School**	University**	
Metropolitan Toronto	59.2	8.4	4.4	28.0	40.5	51.5	8.0	28.8
City of Toronto	51.4	11.2	4.5	32.9	47.8	44.3	7.9	42.7
Borough of Etobicoke	70.4	4.5	4.2	20.9	30.4	60.5	9.1	19.6
Etobicoke (Township)	70.9	4.7	4.2	20.2	27.3	62.1	10.6	18.9
Long Branch	74.3	1.7	3.3	20.7	40.8	55.7	3.5	23.3
Mimico	66.6	5.7	5.4	22.3	33.9	60.3	5.8	21.2
New Toronto	65.8	2.8	3.2	28.2	49.0	48.3	2.7	25.9

\* Percentage of Total Population

\*\* Percentage of Population 5 Yrs. of Age & Over

• Three Year Average

Population Characteristics for Metropolitan Toronto,  
The Borough of Etobicoke and  
City of Toronto

Census of Canada 1961

<u>Area</u>	<u>Population 1961</u>	<u>Children 0-14 Yrs.*</u>	<u>Aged 65 &amp; Over</u>	<u>Born In Canada</u>	<u>Born Outside Canada</u>	<u>Immigrated to Canada 1946-61*</u>	<u>Migration Movers 1956-61**</u>
Metropolitan Toronto	1,618,787	27.9	8.1	65.4	34.6	23.0	55.9
City of Toronto	702,524	23.3	11.1	58.4	41.6	28.6	55.1
Borough of Etobicoke	198,670	31.5	5.7	75.3	24.7	15.1	56.5
Etobicoke (Township)	156,035	33.1	5.2	77.1	22.9	13.9	55.7
Long Branch	11,039	30.0	6.4	71.5	28.5	17.3	56.1
Mimico	18,212	24.1	6.8	66.7	33.3	22.8	64.9
New Toronto	13,384	24.7	9.1	69.2	30.8	16.4	55.7

\* Percentage of Total Population

\*\* Percentage of Population 5 Yrs. of Age and Over

Population Change in Specified Age Group  
for the Lakeshore Area 1961 - 1966

Census of Canada 1961, 1966

Lakeshore Area	1966		1961		Population Change in 1961-66	
	N.	P.C. of Total	N.	P.C. of Total	N.	P.C. Change
Total Population	45,645	100.0	42,635	100.0	3,914	6.5
Age 0-4	4,864	10.7	4,449	10.4	415	9.3
5-9	3,640	8.0	3,451	8.1	189	5.5
10-14	3,032	6.6	2,950	6.9	82	2.8
15-19	3,300	7.2	2,375	5.6	925	38.9
20-24	4,781	10.5	3,209	7.5	1,592	49.0
25-34	7,351	16.1	6,620	15.5	731	11.0
35-44	5,971	13.1	6,816	16.0	-845	-12.4
45-54	5,134	11.2	5,367	12.6	-233	-4.3
55-64	3,952	8.7	3,985	9.3	-33	-.8
65-69	1,388	3.0	1,743	4.1	-355	-20.4
70+	2,232	4.9	1,890	4.4	342	18.1

Criminal Code Offences in Metropolitan Toronto and the  
Borough of Etobicoke  
By Police District and Division for  
The Period 1965 - 1967

---

	Population (Census of Canada 1966)	Criminal Code Offences (3 Year Average 1965-67)	Crime Rate Per 1000 Population
Metropolitan Toronto	1,881,691	88,673	47.1
Police District 2 (Borough of Etobicoke)	265,187	9,827	37.0
Division 23* (North)	85,029	3,117	36.7
Division 22 (Central)	115,634	3,749	32.4
Division 21 (South)	64,524	2,960	45.9

\* For Police Division Boundaries See Map 2

Family, Household and Dwelling Characteristics  
for Metropolitan Toronto, the City of Toronto and Borough  
of Etobicoke

---

Census of Canada 1961

Area	Number of Families	Children Per Family	Families		Number of Households	Households		Households With Lodgers**
			Childless Families*	Lodging Families*		Persons Per Household	One-Person Households**	
Metropolitan Toronto	415,746	1.4	35.0	10.9	430,092	3.7	8.8	15.7
City of Toronto	171,272	1.2	40.7	12.7	182,785	3.7	13.8	25.3
Borough of Etobicoke	52,492	1.5	30.0	1.9	54,017	3.6	5.0	6.8
Etobicoke (Twp.)	41,035	1.6	27.6	1.3	41,659	3.7	3.9	5.1
Long Branch	2,994	1.4	33.7	5.8	3,059	3.6	5.9	13.4
Mimico	5,241	1.0	43.0	2.3	5,934	3.0	10.8	9.7
New Toronto	3,222	1.3	36.5	5.6	3,365	3.5	7.2	16.0

\* Percentage of Total Families

\*\* Percentage of total Households (occupied dwellings)

a/Complete data not reported

Continued...

Family, Household and Dwelling Characteristics  
for Metropolitan Toronto, the City of Toronto  
and the Borough of Etobicoke

Census of Canada 1961

Area	Period of Construction Before 1920**	Occupied Dwellings		Crowded Dwellings**	Occupied Less Than 1 Year**
		Period of Construction Since 1945**	Owner Occupied		
Metropolitan Toronto	25.0	49.3	65.8	9.8	17.0
City of Toronto	52.0	15.2	56.3	a/	17.1
Borough of Etobicoke	3.6	79.3	74.2	7.5	16.9
Etobicoke (Twp.)	2.0	86.2	81.8	6.1	14.0
Long Branch	6.7	57.2	59.7	14.8	22.1
Mimico	8.3	62.8	38.3	9.6	31.0
New Toronto	11.8	43.6	56.3	13.8	23.5

\* Percentage of Total Families

\*\* Percentage of Total Households (occupied dwellings)

a/Complete Data not Reported

Labour Force Characteristics for Metropolitan Toronto  
the City of Toronto and the Borough of Etobicoke

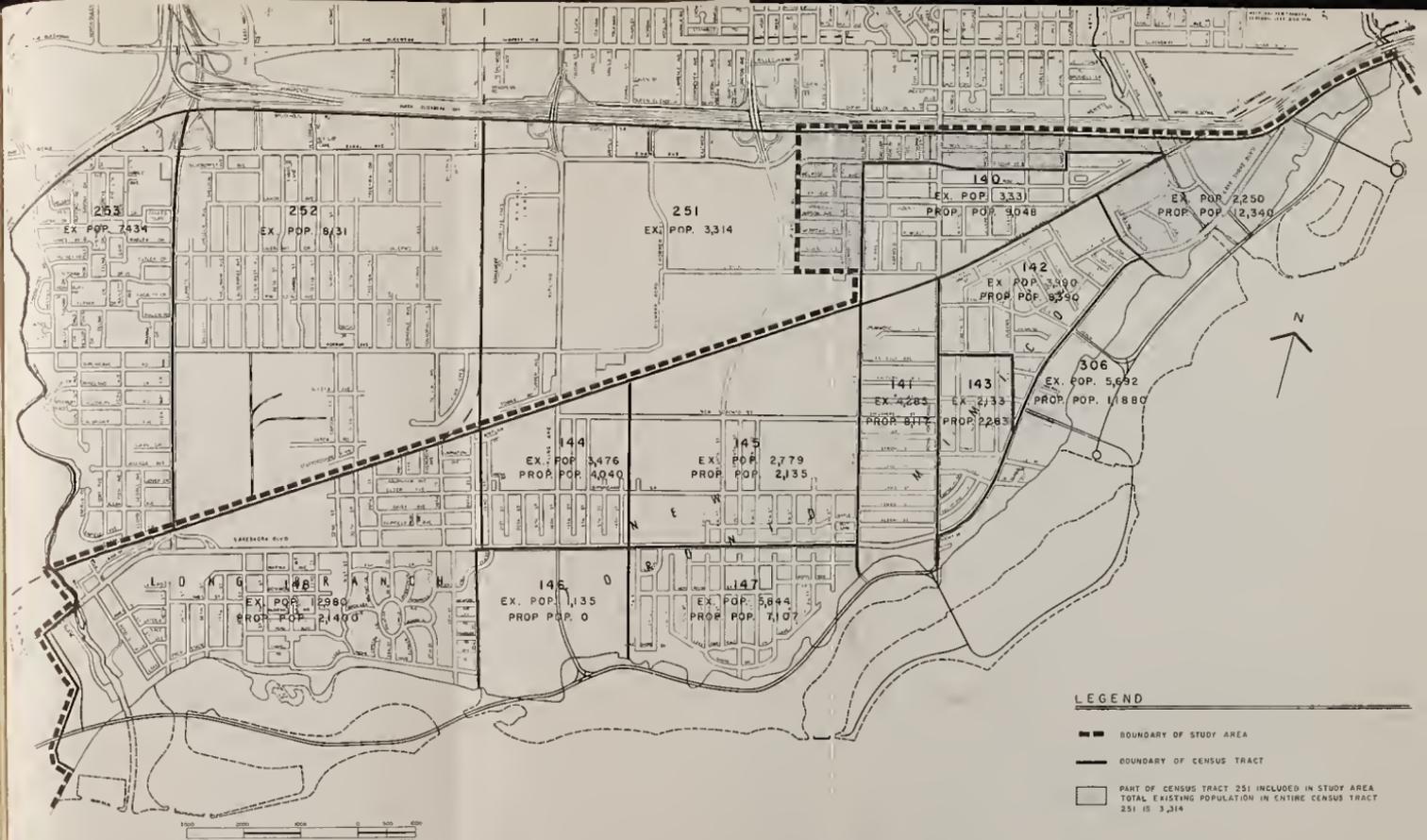
Census of Canada 1961

Area	Labour Force			Women In Labour Forces*	Average Family Wage and Salary Income		Male Wage and Salary Income		Male Occupations	
	Total	Male	Female		Under \$2000	\$6000 and Over	Managerial & Technical	Primary Craftsman Labourers		
Metropolitan Toronto	715,414	473,306	242,108	33.8	5,768	11.1	15.3	24.4	38.3	
City of Toronto	334,090	208,744	125,346	37.5	5,099	15.2	8.6	18.9	41.3	
Borough of Etobicoke	80,889	57,289	23,600	29.2	6,753	7.5	26.3	31.4	34.2	
Etobicoke (Twp.)	61,431	44,341	17,090	27.8	7,087	7.2	31.0	35.9	30.9	
Long Branch	4,780	3,273	1,507	31.5	5,430	8.2	9.9	14.9	48.0	
Mimico	9,198	5,983	3,215	35.0	5,796	8.3	12.4	19.9	39.9	
New Toronto	5,480	3,692	1,788	32.6	5,278	9.5	7.4	11.1	52.6	

\* Percentage of Total Labour Force

\*\* Percentage of Male Labour Force

• Includes Production Process and Related Workers





RETAIL TRADE: 1961 CENSUS

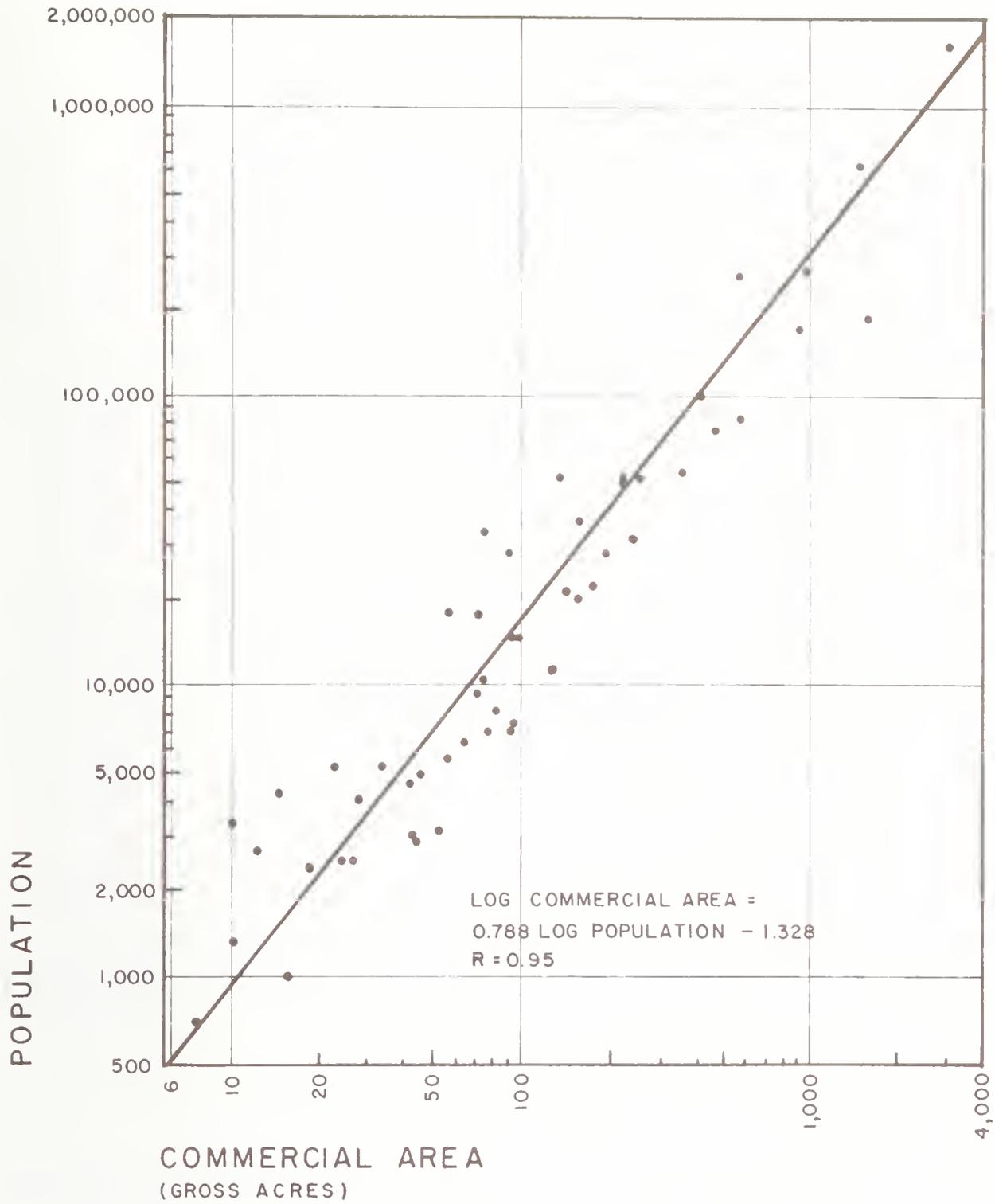
Type of Store	Mimico	New Toronto	Long Branch	Census Tract No. 251*
Food	31	22	27	2
General Merchandise	-	5	5	-
Automotive	11	18	14	9
Apparel and Accessories	12	27	17	-
Hardware and Home Furnishings	8	15	19	1
Other	21	30	19	-
<b>Total Stores</b>	<b>83</b>	<b>117</b>	<b>101</b>	<b>12</b>
<b>Total Receipts in \$'000's</b>	<b>9,446.0</b>	<b>23,864.5</b>	<b>10,113.6</b>	<b>4,015.5</b>

\* Census Tract 251 Includes the Part of Etobicoke  
Within the Study Area Boundary.

SERVICE TRADES: 1961 CENSUS

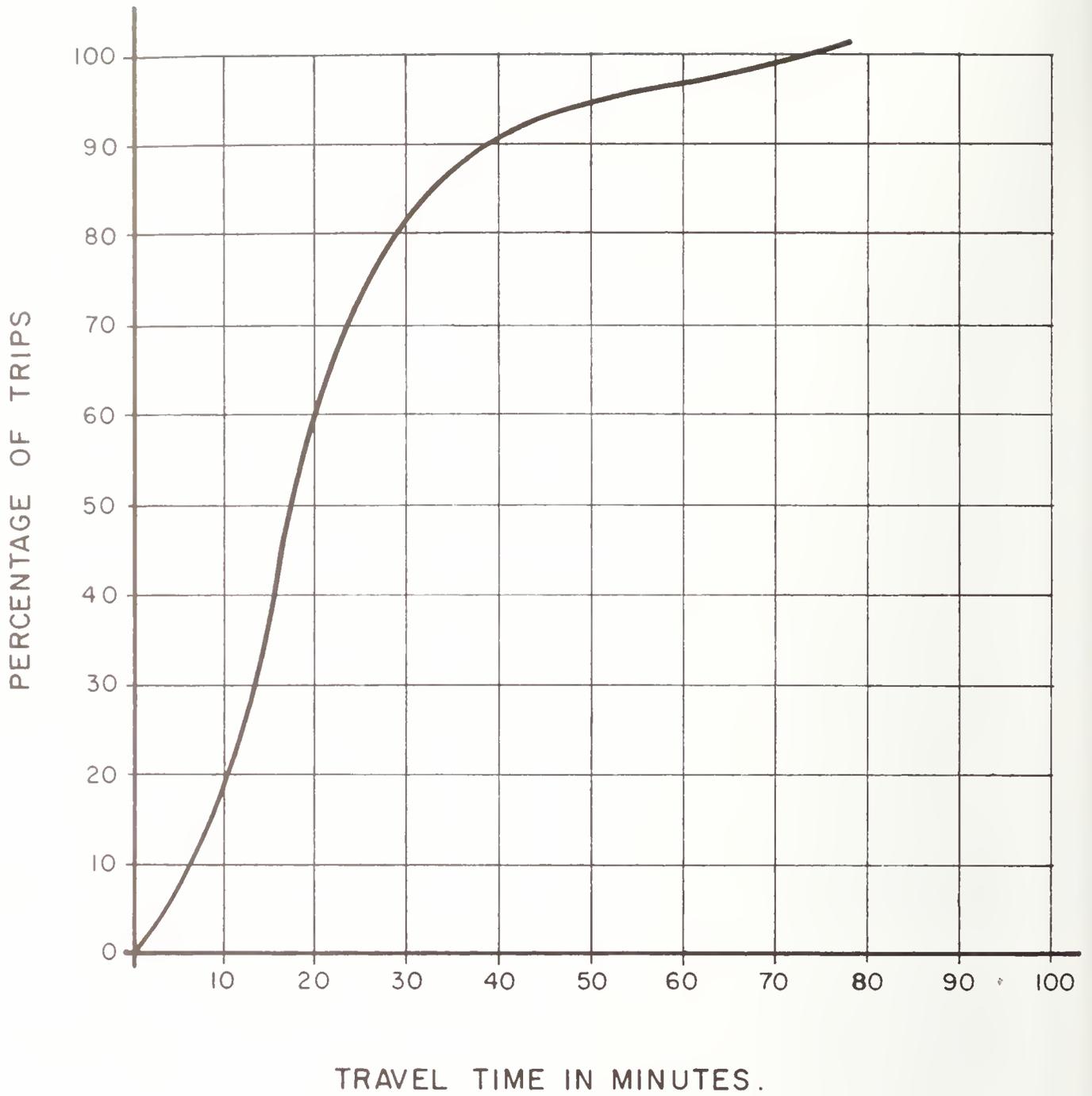
Type of Trade	Mimico	New Toronto	Long Branch	Census Tract No. 251*
Amusement and Recreation	4	10	5	1
Business Services	-	2	1	1
Personal Services	41	25	31	-
Repair Services	1	2	2	1
Hotel, Tourist, Camp and Restaurant	14	23	19	28
Other	2	5	1	1
Total Service Trades	62	87	59	32
Total Receipts in \$'000's	1,667.8	2,680.1	1,497.9	2,157.5

\* Census Tract 251 Includes the Part of Etobicoke  
Within the Study Area Boundary



SCALE: LOGARITHMIC

SOURCE: URBAN LAND USE IN ONTARIO.



SOURCE: SHERWAY SHOPPING CENTRE  
STUDY DATA.

## RECREATIONAL FACILITIES

The Community Programs Division of the Ontario Department of Education has suggested the following standards\* should act as guidelines when considering recreational facilities.

Arena		
Artificial ice area		
- Indoor	one per 20,000	one in each municipality should have seating capacity for league games; the rest should be for recreation purposes
Artificial ice area		
- Outdoor	can be built in place of indoor facility	may serve as a summer play area
Natural ice		
- Outdoor	one per 5,000	used only where normal weather conditions allow two or three months of use
Athletic Field	one per 20,000	in a community park or combined with secondary school
Baseball Field	one per 5,000	a neighbourhood facility
Community Centre	one per 25,000	a multi-purpose building; should be part of secondary school or located in a community park
Neighbourhood Centre	one per 5,000	could be a small building located in neighbourhood park; should be part of an elementary school
Youth Centre	one per 20,000	may be part of community centre
Play Area	one per 5,000	usually in conjunction with a neighbourhood park or elementary school

\*Source: Standards and Definitions of Terms used in the planning of public parks, public recreation areas, public recreation structures.

Pools		
Major Indoor	one per 50,000	should include competitive and spectator facilities
Outdoor-Indoor	one per 20,000; to accommodate $2\frac{1}{2}$ to 3% of population at one time; minimum capacity of 200 per pool using 27 sq.ft. per swimmer	should be located in community or in conjunction with secondary school. These should be built wherever possible in place of outdoor pools
Softball Field	one per 3,000	a neighbourhood facility
Tennis Courts	one location per 5,000	usually combined with some other facility
Tot Lot	one for each neighbourhood park	should be developed for pre-schoolers
Track & Field	one per 20,000	usually part of an athletic field, secondary school or sports stadium; each secondary school should have practice areas

File No.	Applicant	Date	Location	Net Acreage	Existing Use	Proposed Use	Status of Application
390	Hilda Greenblatt	1959	Etobicoke-Humber Bay: East and North of Legion Road	2.5	Vacant Site	Truck & Transport Terminal & Warehouse	Planning Board recommended that application be refused
462	Ross-Conland	1960	Etobicoke-Humber Bay: 30 Park Lawn Road	3.0	Single Family house	Apartment Buildings	Application refused
773	Imperial Oil	1966	Etobicoke-Humber Bay: S.E. Corner Lakeshore Blvd. and Parklawn Road	0.9	Service Station	Rebuild Existing Service Station	Applicant to fulfil conditions of approval
642	Pentz	1964	Etobicoke-Humber Bay: foot of Parkland Road	24.4	Vacant Site	Hotel and Marine Development	
410	Coney Island Motel Ltd.	1959	Etobicoke-Humber Bay: 113 Lakeshore Blvd. W.	0.6	Seahorse Motel	Restaurant and Banquet Hall	OMB approval Nov. 1960 By-law 12, 357
634	Sam Ferman Lakefront City	1964	Etobicoke-Humber Bay: SW Lakeshore Blvd. and Humber River	15.2	Former Palace Pier West Properties unopened road allow. Metro Water Lot	Hotel-Marina Apartments	OMB approval Feb. 10/67 By-law 15, 507
553	Hottinger	1963	Etobicoke-Humber Bay: S.side Lakeshore Blvd.	10.1	6 single family houses, motel-restaurant	Senior Citizens Apartment Hotel	Awaiting further information from applicant

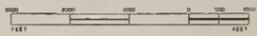
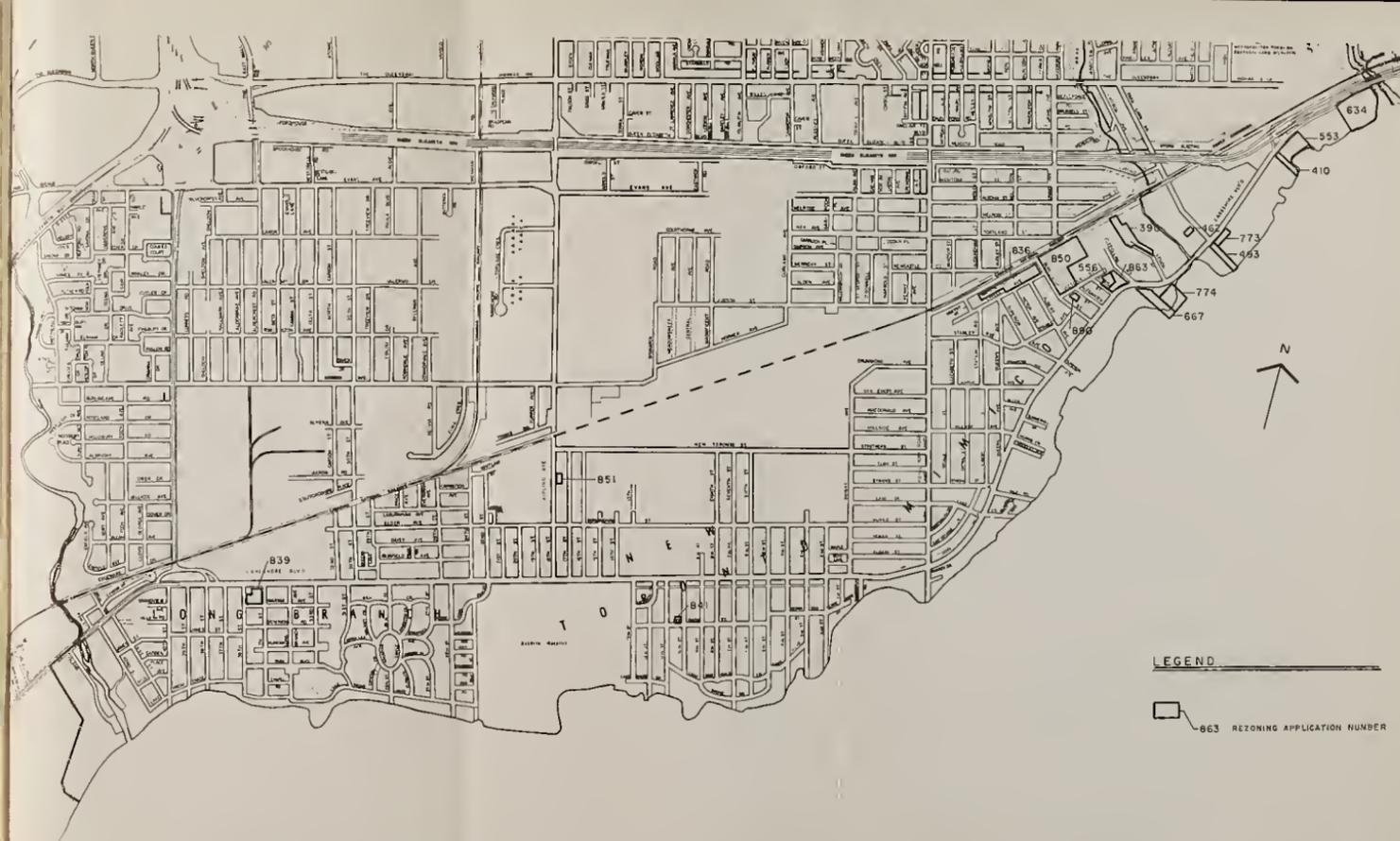
556 Files  
493 Closed

SOURCE: Planning Department, Borough of Etobicoke, April, 1968.

CURRENT REZONING APPLICATIONS - LAKESHORE STUDY AREA (FROM THE WEST)

TABLE NO. 38

File No.	Applicant	Date	Location	Net		Existing Use	Proposed Use	Status of Application
				Acreage				
839	Canmer	1967	Long Branch:Lakeshore Blvd. 35-36th Streets, Marina Ave.	2.0		Commercial, Single Family Duplex	Apartment Building	Pending completion of Lakeshore Study
841	Beulah Baptist Church	1967	New Toronto: SW Corner 10 and Morrison Streets	0.1		Church Bldgs.	Addition to double ground floor area	Application approved in principle
851	Zuk	1967	New Toronto: 111-18th Street South of New Toronto Street	0.1		Residence 2 storey 2 units	Store & Office	Application refused by Council
836	Cvet, Platnar and Levsteck	1967	Mimico: SW Corner Manchester & Burlington Streets	3.5		Truckloading Warehousing Vacant Site	Semi-detached units	Pending completion of Lakeshore Study
850	Rubin	1967	Mimico: Burlington St. East Side between CNR and Victoria	9.5		Concrete Pipe Plant & Yard	Apartments Row Houses	Pending Completion of Lakeshore Study
890	Darragh	1967	Mimico: SW Corner Alexander and Manchester Streets	0.6		Vacant Site	Single Family, Minor variances of side yards & garages	Application approved
863	Pickfair Realty Ltd.	1967	Mimico: 2282 Lakeshore Blvd. W. Etobicoke; Fleeceline Road	2.2		Restaurant Tavern	Two Apartment Buildings	Pending completion of Lakeshore Study
667	Mimico Beach Developments	1964	Etobicoke-Humber Bay: South side Lakeshore Blvd.	3.7		Vacant Site	Hotel Motel Coffee Shop	Pending completion of Lakeshore Study
774	Beauporte	1966	Etobicoke-Humber Bay: South side Lakeshore Blvd.	7.5		Motel Restaurant	Motel, Ancillary Commercial Recrea- tional Facilities	Awaiting further information from applicant



LEGEND

863 REZONING APPLICATION NUMBER



Recommended Street Closures

- Legion Road
  - Fleeceline Road
  - Alexander Street
  - Albert Avenue
  - Primrose Avenue
  - 3rd Street - north and south of Lakeshore Boulevard
  - 5th Street - " " " "
  - 7th Street - " " " "
  - 7th Street - between the commercial service street and Morrison Street
  - 9th Street - south of Lakeshore Boulevard
  - 11th Street - " " "
  - 15th Street - north of Lakeshore Boulevard
  - 17th Street - " " "
  - 19th Street - " " "
  - 21st Street - " " "
  - Long Branch Avenue - south of Lakeshore Boulevard
  - 37th Street - south of Lakeshore Boulevard
  - 38th Street - " " "
  - 39th Street - " " "
  - 40th Street - " " "
  - Manchester Street - east from Royal York Road to Vincent Street
  - Ourland Avenue - from Alden Avenue to Judson Street
  - Evans Avenue - detoured to the Evans/Oxford Truck Route
- Closure of the junction between Superior and Stanley Avenues is also recommended in order to restrict access to the Primary Collector Street.

## RECOMMENDED RENEWAL TREATMENT - DISTRICT "A"

	Total District		Priority Sector	
	Acres	Dwellings	Acres	Dwellings
<b>1. TREATMENT AREAS</b>				
Residential Clearance	35	90	25	-
Residential Spot Clearance	135	1,085	20	360
Industrial Spot Clearance	75	305	15	160
Industrial Maintenance	10	-	10	-
Special Areas	-	-	-	-
Total	<u>255</u>	<u>1,480</u>	<u>70</u>	<u>520</u>
<b>2. CONDITION OF HOUSING</b>				
Dwellings in Bad Condition	100	7%	40	8%
Dwellings in Poor Condition	150	10%	70	13%
Dwellings in Sound Condition	1,230	83%	410	79%
Total Number of Dwellings	<u>1,480</u>	<u>100%</u>	<u>520</u>	<u>100%</u>
<b>3. REHOUSING REQUIREMENTS</b>				
Dwelling Units Cleared	480		180	
Dwelling Units Acquired for Rehabilitation	20		5	
Total Acquisitions	<u>500</u>		<u>185</u>	
Dwelling Units in Industrial Areas	-		-	
Estimated Overcrowding	75		25	
Total Rehousing Requirements	<u>575</u>		<u>210</u>	
<b>4. INDUSTRIAL ACQUISITIONS</b>				
	10		5	
<b>5. COMMERCIAL ACQUISITIONS</b>				
	1		1	
<b>6. REPLACEMENT HOUSING</b>				
New Dwelling Units	1,110		750	
Rehabilitated Dwelling Units	15		5	
Total Replacement	<u>1,125</u>		<u>755</u>	
Surplus/Deficiency of Replacements over Acquisitions	+ 625		+ 570	
Surplus/Deficiency of Replacements over Rehousing Requirements	<u>+ 550</u>		<u>+ 545</u>	
<b>7. COSTS</b>				
Acquisition and Clearance	\$6,000,000		\$2,300,000	
Public Improvements	2,500,000		700,000	
Other	1,000,000		400,000	
Total Gross	<u>9,500,000</u>		<u>3,400,000</u>	
Recovery	1,500,000		700,000	
Total Net	8,000,000		2,700,000	

## TOTAL GROSS EXPENDITURES 1954, 1963 and 1966

Area Municipality	1954		1963		1966		
	Per \$1000 of Taxable Assessment	Per Capita	Actual	Per Capita	Per \$1000 of Taxable Assessment	Per Capita	Actual
Mimico	49	75	925,882	127	79	147	2,746,834
New Toronto	60	170	1,671,511	280	95	340	4,107,890
Long Branch	59	75	692,750	132	89	159	1,973,529
Lakeshore	56	100	3,290,143	172	88	204	8,828,253
Etobicoke Township	55	101	8,421,039	227	85	243	52,312,211
City	58	122	83,559,324	257	103	316	204,093,910
Metro	23	44	55,141,065	133	54	142	258,815,197

EXPENDITURE SUMMARY FOR THE YEAR 1966

Types of Services Provided	LAKESHORE		ETOBICOKE		METRO	
	Per \$1000 Taxable Assessment	Per Capita	Per \$1000 Taxable Assessment	Per Capita	Per \$1000 Taxable Assessment	Per Capita
Total	88.00	204.00	85.00	243.00	54.00	142.00
Education	36.08	83.63	35.39	101.45	17.44	45.07
Protection to Persons & Property	4.80	11.12	3.94	11.30	8.28	21.40
General Government	4.18	9.69	2.47	7.10	1.35	3.49
Sanitation & Waste Removal	3.86	8.94	2.73	7.85	0.99	2.56
Recreation & Community Services	3.70	8.58	3.58	10.28	0.62	1.62
Public Works	2.91	6.74	4.33	12.42	1.61	4.16
Public Welfare	2.65	6.15	0.76	2.17	1.71	4.08
Conservation of Health	0.41	0.95	0.73	2.10	0.52	1.35

SOURCE: Annual Reports of Municipal Statistics, Province of Ontario, 1966.

ASSESSMENT RATIO\* COMPARISONS BY  
MUNICIPALITY FOR 1962 and 1966

<u>Area Municipality</u>	<u>1966 Percentages</u>		<u>1962 Percentages</u>	
	Residential	Commercial	Residential	Commercial
Mimico	75.2	24.8	75.9	24.1
New Toronto	28.4	71.6	29.4	70.6
Long Branch	67.9	32.1	64.6	35.4
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Lakeshore	57.2	42.8	56.6	43.4
Etobicoke Township	58.2	41.8	58.1	41.9
City	37.87	62.13	38.4	61.6
Metro	53.26	46.74	53.3	46.7

\* Assessment Ratios based on Total Taxable Assessment on taxes paid. Commercial includes industrial and all Business Assessment.

DEBT RATIO\* COMPARISONS OF MUNICIPALITY  
FOR THE YEARS 1962-1966

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Area	1962-66 Average	1962	1963	1964	1965	1966
Mimico	1.71	1.90	1.72	1.60	1.76	1.60
New Toronto	3.44	3.06	3.36	3.40	3.41	4.00
Long Branch	7.19	8.20	7.56	7.27	6.45	6.50
Lakeshore	3.61	3.71	3.63	3.57	3.48	3.70
Etobicoke Township	8.03	8.52	8.11	8.55	7.79	7.20
Borough of Etobicoke	7.34	7.70	7.38	7.77	7.16	6.70
City	7.98	7.50	8.20	8.50	8.20	7.50
Metro	14.36	11.60	12.70	14.10	15.90	17.50

\* Expressed as of Net Debenture Debt for every \$100 Total Taxable Assessment

Wyllie, Ufnal, Weinberg and  
Scheckenberger Town Planners Ltd.

AUTHOR

"LAKESHORE STUDY"

TITLE

Borough of Etobicoke

DATE DUE

BORROWER'S NAME













